



PHASE I



Lower West Branch Susquehanna River ADA and Universal Accessibility Access Study

A PROJECT OF THE SUSQUEHANNA GREENWAY PARTNERSHIP



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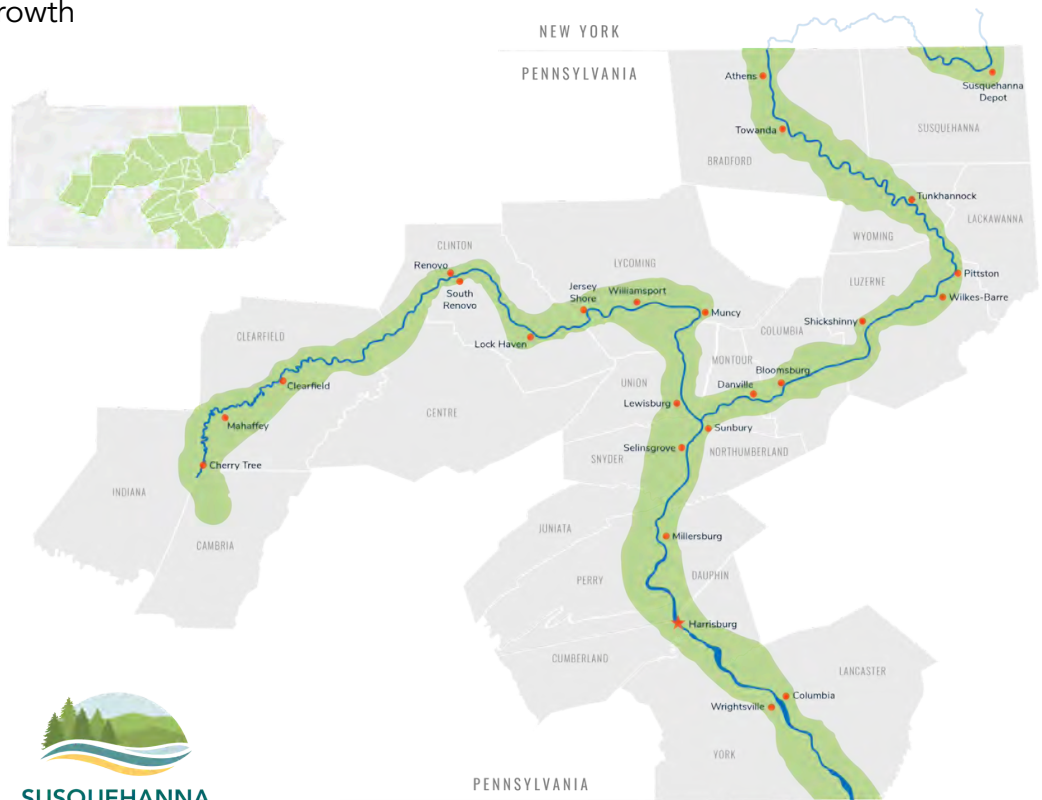
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The Susquehanna Greenway & SGP

The Susquehanna Greenway Partnership (SGP) is the leading nonprofit coordinating the development of a connected system of land and water trails, parks, boat launches, and river town communities along the Susquehanna River corridor. The Greenway vision is to create a network that allows the public to walk, bike, or paddle from town to town, creating opportunities for:

- Outdoor recreation
- Local and regional economic growth
- River-based tourism
- Environmental stewardship
- Community revitalization
- Health and wellness

A cornerstone of this mission is ensuring that outdoor access is equitable and inclusive, reflecting SGP's commitment to improving quality of life and meeting diverse needs.



The West Branch Water Trail

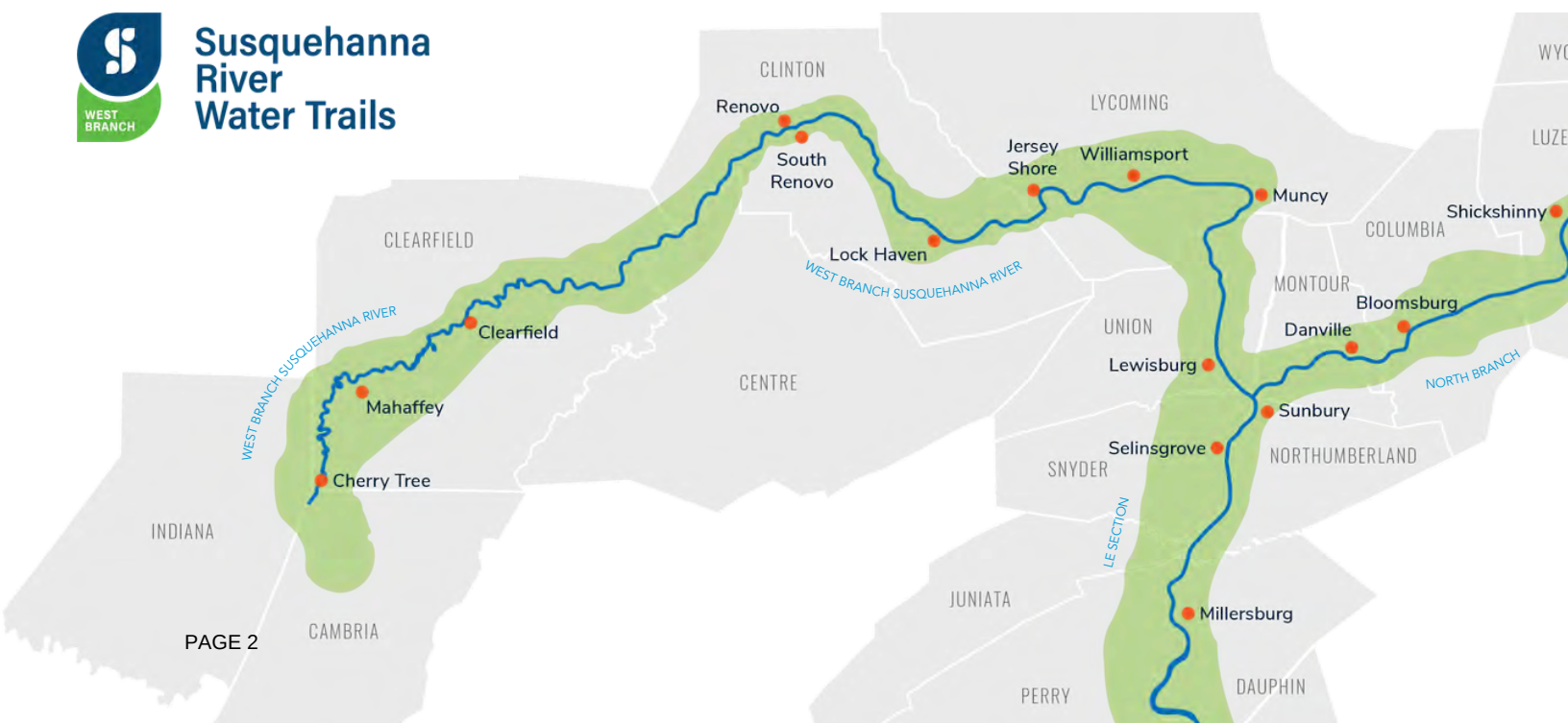
SGP manages the Susquehanna River Water Trail – West Branch (West Branch Water Trail), a 228-mile stretch of river flowing through the iconic ridges and valleys of Central Pennsylvania. Beginning in Cherry Tree, Pennsylvania, the West Branch winds through diverse landscapes before converging with the North Branch Water Trail in Northumberland County. The West Branch Water Trail is defined by:

- **Varied landscapes**
 - Remote forested stretches, steep river valleys, and picturesque historic river towns
- **Recreational diversity**
 - Canoeing, kayaking, small/motorized boating, fishing, and wildlife viewing—ranging from scenic afternoon paddles to multi-day wilderness excursions
- **Exceptional conservation and wildlife value**
 - Miles of forested valleys shaped by forest conservation and modern land management, home to deer, bear, elk, and abundant birdlife
- **Rich cultural and historical significance**
 - Riverbanks and communities reflecting Native American heritage, the lumber industry, and remnants of the Pennsylvania Canal network
- **State and national recognition**
 - Designated as a Pennsylvania Water Trail by the Commonwealth, a National Recreation Trail, and part of the National Historic Trail system through the Captain John Smith Trail by the National Park Service

As Pennsylvania's longest and most rugged water trail segment, the West Branch is both a treasured recreational asset and a regional destination. These qualities also highlight the importance of accessible, well-maintained river access points and supporting infrastructure to ensure safe, inclusive enjoyment for all users.



**Susquehanna
River
Water Trails**



The Need for an Accessibility Study

Several challenges motivated this project:

A. Complexity of Universal Design

Universal design and ADA standards—especially in waterfront contexts—include specialized criteria for:

- Gangways with variable slopes
- Floating facilities
- Accessible routes on uneven or natural terrain
- Boarding piers and boat slips
- Amenities with reach range and operability requirements

Water trail managers often struggle to interpret these standards, limiting implementation.

B. Gaps in Existing Water Access Infrastructure

Preliminary observations showed:

- Inconsistent accessibility
- Varying site conditions
- Limited ADA-compliant parking
- Narrow or steep access routes
- Aging or noncompliant launch structures
- Amenities without clear floor space or reach range access

C. Growing Demand for Inclusive Recreation

Water-based recreation continues to rise and is increasingly recognized as critical for:

- Mental and physical health
- Community vitality
- Tourism and economic development

D. Lack of Models for Water Trail Accessibility Assessment

While single-site ADA audits exist, no regional, multi-site accessibility study for water trails have yet been performed in Pennsylvania. Phase I of this study aims to fill this gap.



Project Purpose and Goals

The overarching purpose of Phase I of the Lower West Branch Susquehanna River ADA and Universal Accessibility Access Study is to create the first comprehensive, replicable framework for evaluating and improving accessibility across a major water trail system.

Primary Goals



Clarify ADA and universal design requirements for water access infrastructures.



Engage the public, especially marginalized and mobility-limited users.



Inventory existing conditions at 26 access sites.



Develop a preliminary regional implementation strategy with very basic cost estimates.



Identify patterns, barriers, and opportunities affecting people with disabilities.



Create a foundation for Phase II, which will include a toolkit for site managers and expanded regional assessment.

Research Questions

Phase I seeks to answer:



How accessible are current water access sites on the Lower West Branch?



What ADA/ABA requirements apply to boat launches, gangways, piers, and amenities?



What barriers are most common, and where do they occur geographically?



What improvements are feasible for short term vs. long term?



What do users with disabilities identify as priorities?



How can this methodology be replicated statewide?

Methodology for Inventory & Assessment

This study evaluates boat-access infrastructure along the Lower West Branch Susquehanna River against the 2010 ADA Standards for Accessible Design and the U.S. Access Board's Accessible Boating Facilities guidance, supplemented with Universal Design principles to promote usability beyond minimum compliance.

The focus is on site and launch infrastructure (parking, accessible routes, gangways, boarding piers, slips, and public-facing amenities). Buildings (e.g., restrooms) were not assessed internally.



STEP 1: Research & Define Evaluation Standards & How To Apply

SGP met with experts, other non-profits, institutions, and disabled individuals to determine the basis for this methodology. Extensive research was completed to define the following parameters for site evaluation:

Accessible Routes (Site to Launch):



- Clear width ≥ 36 in; headroom ≥ 80 in; firm, stable, slip-resistant surface.
- Running slope $\leq 1:20$ (5%) unless designed as a ramp; cross-slope $\leq 1:48$ (2.08%).
- Where floating facilities are present, gangway exceptions address variable water levels; cumulative gangway length may allow slopes steeper than 1:12 under specified conditions.

Gangways & Boarding Piers (Boating Specific):



- Gangways: clear width ≥ 36 in, handrails, transition plates as needed; slope may exceed ramp limits based on total length and water level variability.
- Boarding Piers at Launch Ramps: clear width ≥ 60 in along the length; slope allowances reflect ramp geometry and fluctuating water levels.

Boat Slips & Clearances:



- Accessible slip linear length targets and pier clear widths (≥ 60 in); where obstructions occur, provide 60-in openings at intervals to maintain maneuvering space.
- Utilities/operable parts (e.g., hose bibbs, outlets) are within a 15 to 48-in reach range where feasible.

Parking & Access Aisles (Where Provided):



- At least one van-accessible space per ADA scoping; space/aisle width and signage per §208/§502.
- Aisle slope and cross-slope $\leq 1:48$ (2.08%); direct connection to the accessible route.



Amenities at the Waterside (If Provided):

- Benches/Picnic Tables: provide adjacent 30 in×48 in of clear floor space; picnic tables with compliant knee/toe clearances.
- Trash/Pet Waste Stations/Controls: 15 to 48-in reach with one-handed operation, without tight grasping, pinching, or twisting.
- Drinking Fountains: spout ≤ 36 in and knee/toe clearances per ADA.



Universal Design Lens (Beyond Minimum Compliance):



- Prioritize intuitive wayfinding, generous clearances where feasible, slip-resistant transitional surfaces, and dispersion of accessible features across a site to improve usability for the broadest range of users.
- These are applied as best practices alongside minimum ADA requirements.



Buildings On Site (Restrooms) — Limited Exterior Review



- Because this is a boat-access-specific analysis, buildings (e.g., restrooms) were evaluated only to the entrance/egress door. The team noted the presence/absence of ADA signage indicating accessible restrooms.
- Interior elements (e.g., clear floor areas, soap dispenser mounting heights, mirror placement, grab bars, or stall layout) were not evaluated, as doing so would exceed the scope and intent of this study.

STEP 2: Collect Data, Conduct Field Surveys, & Complete Site Inventory

SGP created a system to conduct the data collection phase utilizing simple tools for measurement, photos, checklists, and written notes for in-field/desktop observations, detailed as follows:

Methods

- **In-Person Field Work**
 - Onsite measurements and photo documentation at each access location.
- **Desktop Review**
 - Google satellite imagery and street level resources were used to prescreen sites, verify approaches, and contextualize surrounding conditions when travel or seasonal access was constrained.
- **Tools**
 - Tape measure, digital slope tool/inclinometer, measuring wheel, camera, and standardized field forms.
- **Documentation**
 - All measurements were logged against the ADA/Access Board criteria above; photographs were indexed to site features and figure placeholders for the report.

Quality Control

- Narrowest point widths recorded; slopes measured in both directions (running and cross-slope) at logical intervals (e.g., grade breaks).
- Obstructions and surface transitions were field-verified and cross-checked with imagery.
- Where floating structures varied by season, conditions were noted with recommendations that account for gangway exception allowances.



STEP 3: Public Input

Public engagement was a core component of the Lower West Branch Susquehanna River ADA and Universal Accessibility Access Study. Input was gathered throughout the project using a combination of in-person outreach, virtual engagement, and digital communication channels. These efforts allowed the project team to validate field-measured site conditions, identify user-perceived barriers to access, prioritize improvement needs, and document desired amenities, services, and wayfinding enhancements.

Engagement activities intentionally reached residents, river users, visitors, and individuals with disabilities across multiple communities within the study area. Hosting feedback opportunities at existing community events and through online platforms ensured broader participation and provided opportunities for individuals who may face travel or mobility challenges to contribute.

Public feedback directly informed the development of site assessments, priority rankings, and final recommendations. By integrating lived user experience alongside technical ADA and universal design standards, the study's recommendations reflect both compliance requirements and the practical realities faced by users accessing river recreation sites. This process helped ensure that proposed improvements support safe, inclusive, and equitable river access for all users.

Ongoing Public Participation

Survey tools and feedback mechanisms remained available following public events and virtual sessions, allowing residents and river users to contribute input after engagement events concluded. This ongoing participation helped capture perspectives from individuals unable to attend scheduled sessions and further informed the development of final recommendations.



STEP 4: Analyze Data & Identify Gaps and Patterns

SGP utilized previous research and standards (STEP 1) to analyze collected data (STEP 2) in conjunction with conclusions from the public input process (STEP 3) to determine specific ADA compliance issues and needs and identify themes.

Sequencing

Analysis occurred after original onsite data collection and desktop review were completed.

- **What SGP Analyzed**
 - ADA compliance indicators (dimensions, slopes, clearances, reach ranges), patterns of barriers (e.g., recurring cross-slope issues on aggregate routes), and opportunities for universal design enhancements beyond minimum compliance.
- **How SGP Analyzed**
 - Site-level findings were rolled up to a corridor scale to identify gaps, clusters of issues, and high-leverage improvements.



STEP 5: Prioritize Framework for Findings & Improvements to Develop Action Plan

To turn observations into actionable projects, all deficiencies and opportunities identified during the ADA/Universal Design assessment were assigned a priority level—High, Medium, or Low—using a consistent set of criteria. Prioritization occurred after field data collection and desktop review and was refined with public input and partner consultation (site owners, other water trail managers, outfitters, and stakeholders). The framework below integrates risk, usability, ADA relevance, and level of effort so partners can make consistent, transparent decisions across sites.

1) How Priorities Are Determined

Evaluate each issue against six factors:

1

Criticality to Access:

Does it block or materially hinder the primary path of travel from parking → route → gangway → boarding pier/edge?

2

Safety & Risk:

Is there fall risk, collision risk, or hazardous slope/edge condition—especially near water?

3

ADA Compliance:

Is it a clear scoping/technical failure (e.g., no accessible parking), partial compliance, or fully compliant but suboptimal?

4

Usability Today:

Is the element unusable, usable with difficulty, or usable as intended for most users with disabilities?

5

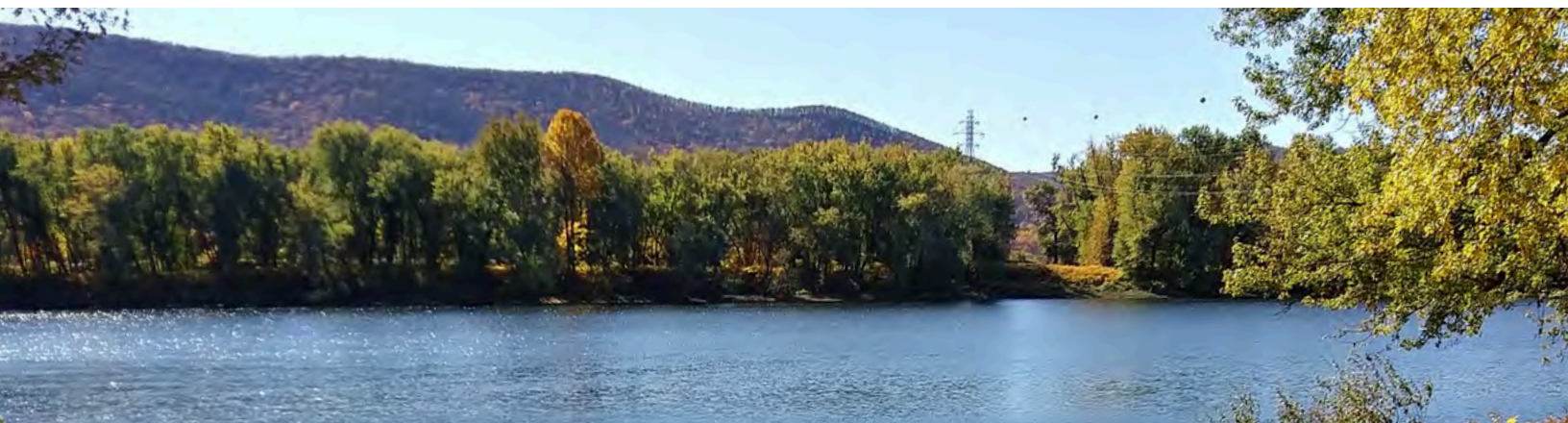
Effort/Cost:

Quick maintenance vs. moderate component replacement vs. capital project requiring design/permitting/construction.

6

Prevalence:

Is it isolated or recurring across multiple sites (indicating systemic urgency)?



2) Priority Levels, Examples, and Typical Timelines

High Priority — Address promptly (0–12 months)

Definition: Conditions that prevent or severely limit accessible use of core access or present safety risk; typically clear ADA noncompliance with no interim accommodation.

Examples (from study):

- Accessible parking nonexistent at a public launch (no signed/striped stall, no access aisle, no compliant slopes).
- Route geometry that pinches below 36 in clear width or maintains cross-slope > 2.08% along the only path to the launch.
- Gangway connection failures (e.g., missing transition plate causing abrupt level changes).

Typical actions:

- Establish accessible/van parking with compliant slopes and signage; correct route widths/cross-slope; install/repair transition plates; stabilize surfaces.

Sequencing:

- Immediate safety fixes; frontload design/permitting for capital items.

Medium Priority — Program within 1–3 years

Definition: Conditions that are usable but not easily; often partially compliant or past useful life, where replacement/upgrade provides meaningful usability gains.

Examples (from study):

- Bench or grill with adequate 30 in×48 in of clear floor area but the furnishing itself is dated/not ADA-compliant (e.g., control heights, lack of stability/armrests).
- Pier utilities slightly outside 15 to 48 in reach ranges yet still reachable with effort.
- Aggregate route that is firm/stable but raveling with intermittent cross-slope spikes at grade breaks.

Typical actions:

- Replace furnishings with compliant models; reset utility heights; resurface/recompact routes; add passing spaces/wayfinding; minor pier modifications.

Sequencing:

- Bundle with planned maintenance, resurfacing, or grant cycles.

Low Priority — Monitor and align with routine maintenance (3–5 years)

Definition: Does not materially detract from accessible use and poses little/no safety risk; typically a maintenance/cosmetic item with no scoping failure.

Example (from study):

- Faded pavement markings where stall/aisle are dimensionally compliant, slopes meet limits, and signage is present.

Typical actions:

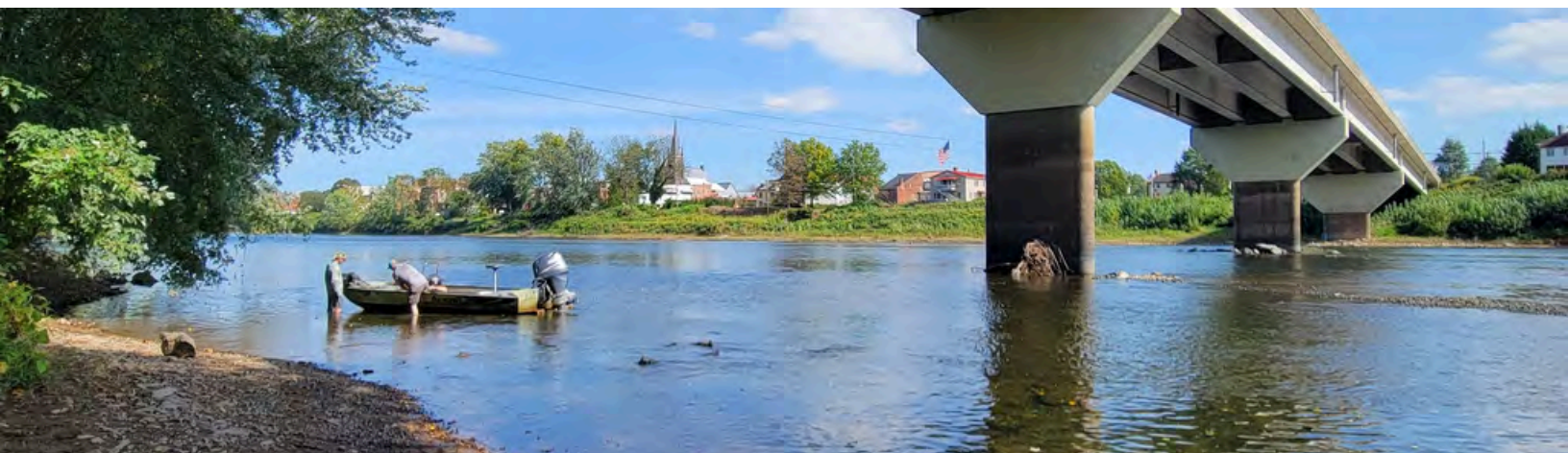
- Restriping during next cycle; refresh wayfinding/graphics as needed.

3) Decision Matrix (at-a-glance)

Factor	High	Medium	Low
Effect on Access	Blocks or severely limits core path/boarding	Usable but difficult/marginal	Usable with negligible impact
Safety/Risk	Elevated (falls/edges/abrupt changes)	Moderate (localized/intermittent)	Low (cosmetic/clarity)
ADA Compliance	Clear scoping/technical failure	Partial compliance; upgrade needed	Compliant; upkeep
User Experience	Many cannot use	Use requires workarounds/effort	Use as intended
Effort/Cost	Critical fix or capital project	Moderate repair/replacement	Routine maintenance
Recommended Timing	0–12 months	1–3 years	3–5 years

Elevation rule:

- If public input identifies a Medium item as a top barrier at a heavily used site, elevate within that site's program to reflect real-world impact. Conversely, a High item at a rarely used site may remain high, but can be sequenced behind higher-impact actions elsewhere if safety is not acute.



4) Workflow: From Finding to Action

This Study

- 1 Catalog & Classify:**
Record each issue with measurements, photos, location references, and affected user flows.
- 2 Assign Priority:**
Apply criteria from #1; confirm life safety conditions first.
- 3 Validate with Input:**
Crosscheck priorities with public feedback and owner/operations insight.
- 4 Bundle Strategically:**
Combine Medium/Low items with planned resurfacing, signage refresh, or pier maintenance to reduce mobilization costs.

Beyond the Report

- 5 Phase & Fund:**
 - High: frontload or pair with near-term grant/owner funds.
 - Medium: target in 1–3 year work plans; align with grant cycles.
 - Low: roll into routine maintenance schedules.
- 6 Track & Reassess:**
Reevaluate annually; escalate items if conditions degrade or usage increases.

Notes on Interpretation

- ADA standards for boating facilities recognize unique waterfront conditions; compliance is assessed within the flexibilities and exceptions provided for gangways and boarding piers.
- Universal Design recommendations are identified as best practices—they enhance usability but are not always legally required.
- Because interior restroom assessments were out of scope, any assumption of interior compliance is limited to signage and exterior approach only.

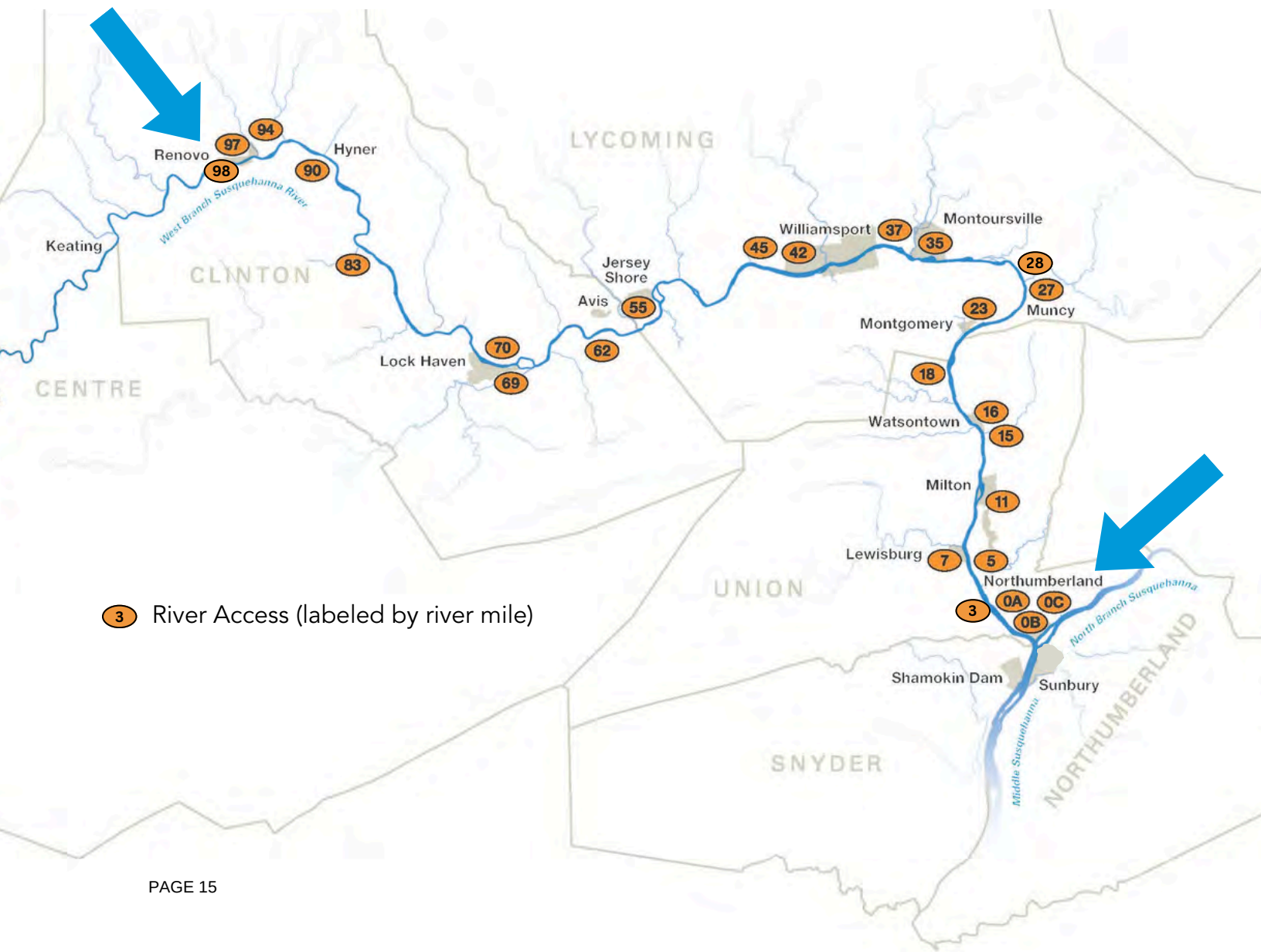
Regional Context

The pilot region extends from Renovo to Northumberland and includes 26 accesses with ownership from Pennsylvania Fish and Boat Commission (PFBC), Department of Conservation and Natural Resources (DCNR), and local municipalities.

Accesses are mixed in amenities and size and are located in various settings, including within historic medium density neighborhoods, very remote rustic settings, and within state or local parks.

This region was selected because it:

- Falls under Susquehanna Greenway Partnership water trail management
- Includes diverse site types (motorized ramps, natural launches, unimproved surfaces, etc.)
- Represents a reasonable scale for a pilot
- Offers strong engagement potential with counties, municipalities, DCNR, PFBC, and nonprofits



Trends on the Water Trail

Across the West Branch Susquehanna River, the ADA site assessments reveal a consistent and instructive set of patterns that extend beyond individual access points. While each site varies in ownership, setting, and level of development—from highly engineered state park facilities to minimally improved rural launches—the same core accessibility challenges appear repeatedly.

These trends point to a broader systemic issue:

Most sites include some accessible elements, yet fall short of providing a fully connected, compliant, and independently usable experience.

The following themes summarize the most significant findings observed across the corridor.

Understanding Boat Ramp Slopes and ADA Applicability

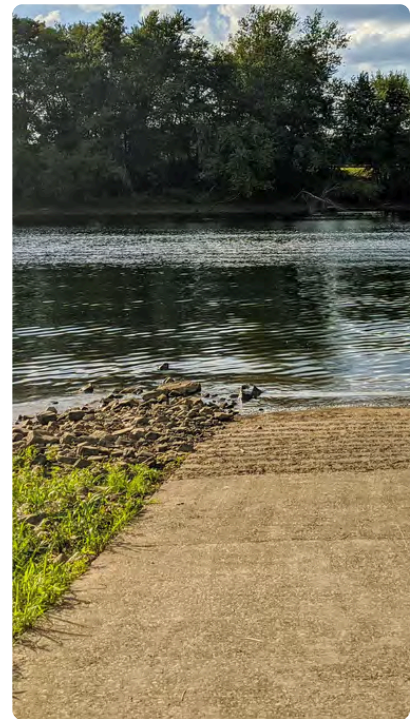
A key clarification in this analysis is the role of boat ramp slope in ADA compliance. Standard ADA slope requirements for accessible routes (typically 1:12) do not apply to boat ramps themselves, as ramps must be steeper to function effectively for launching watercraft.

As a result, none of the boat ramps evaluated meet ADA slope guidelines—nor are they expected to.

Instead, accessibility should be evaluated based on:

- The accessible path of travel to and alongside the launch
- The presence of supporting infrastructure, such as docks, gangways, or adaptive launch systems

This distinction is critical in understanding where true accessibility barriers exist.



Accessible Parking and Circulation Gaps

A consistent finding is that accessible parking is often present but improperly implemented.

Common issues include:

- Missing or faded striping
- Absent or incorrectly mounted signage
- Lack of van-accessible designations
- Improper or missing access aisles

Equally important, parking areas are often not connected by a continuous accessible route to the launch, restrooms, or amenities. The lack of defined, firm, and stable circulation paths is one of many significant barriers across the corridor.



Inconsistent Site Naming and Wayfinding

Site identification is another recurring issue. Many access points are referred to by different names across:

- Google Maps
- Official water trail maps
- On-site signage (when present)

This inconsistency creates confusion for users—particularly those seeking accessible locations—and complicates navigation and communication. Establishing and standardizing the official name of each launch is an important step toward improving wayfinding, mapping accuracy, and user experience.

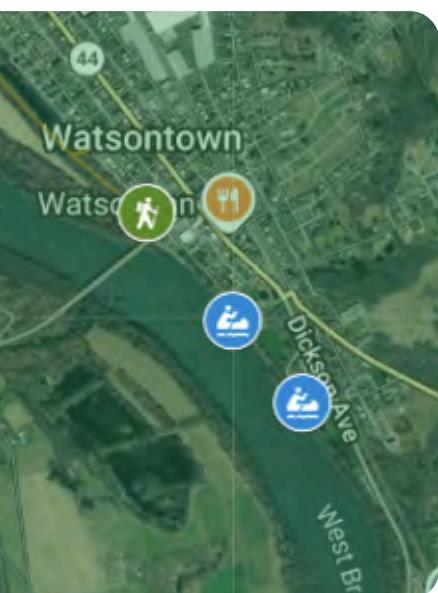


Seasonal Variability and Ongoing Maintenance Needs

Environmental conditions play a major role in site usability. Many launches are affected by:

- Flooding
- Ice floe damage
- Sediment deposition
- General winter wear and tear

These seasonal impacts can significantly alter accessibility conditions throughout the year. Continued support of the Susquehanna Greenway Partnership's Water Trail Steward Program is critical for monitoring site conditions, identifying new barriers, and maintaining accurate, up-to-date information for users.



Range of Site Development and Use of Alternative Access Points

The corridor includes a wide spectrum of site types. Some launches are highly primitive, consisting of informal dirt or grass paths with little to no infrastructure. Achieving ADA compliance at these locations would require substantial redevelopment.

In these cases, a practical approach is to recommend nearby alternative access points with better accessibility. Notably, in most instances, a more accessible launch exists within approximately 1 to 5 miles, allowing users to access the river more safely and independently in the near term.



Amenities: Present but Often Inaccessible

Amenities across sites are inconsistent and frequently not usable from an accessibility standpoint.

Restrooms vary widely:

- Some sites have no facilities
- Some provide accessible units without an accessible route
- Others are present but not fully compliant

Other amenities—including picnic tables, benches, and water fountains—are often:

- Not ADA-compliant
- Not connected by accessible routes

As a result, even when amenities are present, they often do not support inclusive use.

Key Takeaway

Taken together, these findings highlight a clear and actionable conclusion:

The primary gaps in accessibility along the West Branch are not due to a lack of features, but a lack of coordination, connectivity, and compliance in execution.

Addressing these recurring issues—particularly around parking, accessible routes, site identification, and amenities—presents a strong opportunity to improve accessibility across the entire corridor through targeted, consistent interventions.

Corridor-Wide Strategy (scalable and replicable solutions)

- 1 Add or fix ADA parking
- 2 Create a continuous accessible route
- 3 Improve surface conditions
- 4 Add or upgrade docking/launch infrastructure
- 5 Introduce basic amenities
- 6 Improve signage and wayfinding

The Inventory

1. Shikellamy East Access
2. Shikellamy West Access
3. Northumberland Point Municipal Access
4. Winfield Fish and Boat Commission Access
5. PFBC Chilisquaque Access
6. Lewisburg Landing
7. Milton State Park Access
8. Watsontown PFBC Access
9. Watsontown Borough Access
10. Great Stream Commons Access
11. PFBC Montgomery Access
12. Muncy Heritage Park Access
13. PFBC Muncy Access
14. Montoursville Access
15. PFBC Greevy Access
16. Susquehanna State Park Access
17. PFBC Linden Access
18. Jersey Shore Borough Access
19. PFBC Pine Access
20. Lock Haven Memorial Park Access
21. Lock Port Recreation Area Access
22. Baker Run Canoe Launch
23. Hyner Access
24. PFBC North Bend Access and Boat Ramp
25. Pennsylvania State Flaming Foliage Access
26. Renovo 5th Street Access





Shikellamy State Park East Access Boat Ramp

293 Marina Rd, Sunbury, PA 17801 | River Mile: 125, River Left | Owner: PA DCNR



Site Summary

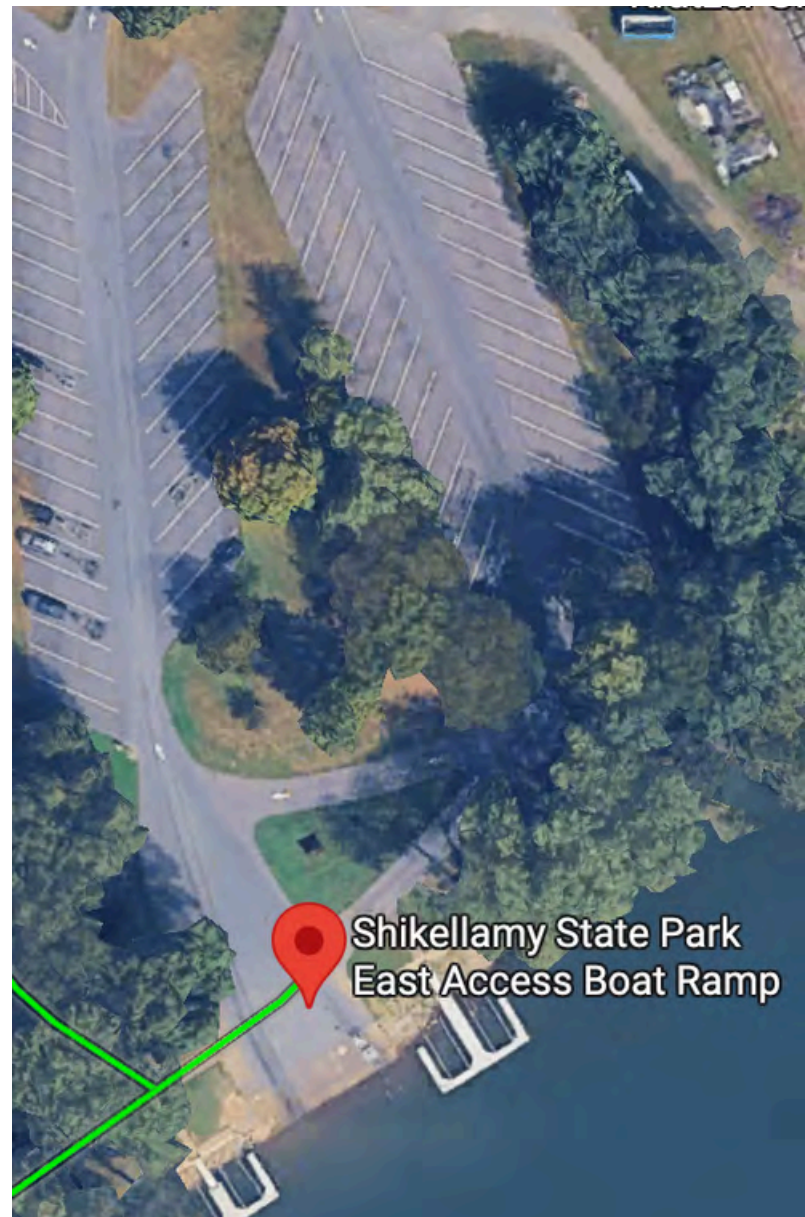
Shikellamy East Access provides river access for motorized and non-motorized boaters along the Susquehanna River. The site includes a paved parking lot designed for boat trailers, a wide concrete launch ramp, and seasonal dock infrastructure. Nearby amenities include restrooms, picnic tables, a water fountain, and other supporting features. Despite these assets, accessibility is limited due to the absence of ADA-accessible parking, lack of a continuous accessible route, and inconsistencies in pathway conditions. Seasonal dock removal further reduces parking availability and limits accessibility during portions of the year.

The primary barrier is the lack of ADA-accessible parking at the launch. The paved lot contains no designated accessible spaces, access aisles, or compliant signage, and circulation between site features requires pedestrians to travel within the roadway. No continuous accessible route connects parking, launch ramp, and amenities. Existing paved paths contain cracking, surface uplift, and slopes exceeding allowable standards, creating challenges for individuals with mobility limitations. Distances between site elements, approximately 215 feet to the launch and over 600 feet to restrooms further limit usability.

The launch consists of a wide concrete ramp with a steep slope. A seasonal aluminum dock system provides potential boarding access but is removed during the off-season, eliminating consistent accessible use. Water entry conditions include shallow, slow-moving water and an uneven riprap shoreline, limiting stable access. Amenities are present and partially compliant but not fully accessible in practice. Restrooms appear to meet ADA requirements internally but are not connected by a compliant route (Note: This study officially only evaluates accessibility to the door). One picnic table meets ADA standards, and features such as the water fountain, trash receptacles, and pet waste stations are compliant, though accessible seating near the launch is limited. Wayfinding is primarily informational, with no signage identifying accessible routes or features.

Key improvement priorities include establishing ADA-compliant parking at the launch, developing a continuous accessible route connecting key site elements, and addressing surface and slope deficiencies. Additional improvements include enhancing wayfinding, increasing accessible seating near the launch, and evaluating options for consistent accessible docking.

Overall, Shikellamy East Access provides valuable recreational opportunities but currently offers limited accessibility due to gaps in parking, route connectivity, and launch conditions. Targeted improvements in these areas would significantly enhance usability and expand access for a wider range of visitors. In the short term, Shikellamy West Access, located nearby, does provide an alternative with better ADA-accessible features.



**Shikellamy State Park
East Access Boat Ramp**

Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	ADA-Compliant Parking Installation	Install one van-accessible and one standard ADA space with proper striping, signage, and access aisles to meet minimum ADA requirements.
	Accessible Route (Parking → Launch)	Develop a continuous, firm, and stable accessible route; repair cracks and uplift; address slope exceedances where feasible.
	Pedestrian Circulation Improvements	Clearly delineate pedestrian pathways separate from vehicle travel routes to improve safety and usability.
Medium (1–3 years)	Accessible Route to Amenities	Improve and formalize accessible connection between launch and restroom facilities, addressing slope and surface deficiencies.
	Ramp & Launch Improvements	Evaluate modifications to reduce effective ramp slope or improve transition into water for safer access.
	Dock Storage & Organization	Improve storage or layout of seasonal dock infrastructure to minimize parking loss and circulation conflicts.
	Accessible Seating Enhancements	Increase the number of ADA-compliant picnic tables and seating areas near the launch.
	Permanent Accessible Dock System	Install a fixed or seasonal dock system designed to provide consistent accessible boarding opportunities.
Long-Term	Site Layout Reconsideration	Reorganize site elements to reduce travel distances between parking, launch, and amenities.
	Expanded Accessible Amenities	Increase accessible seating, gathering spaces, and shoreline access features.
	Lighting & Safety Upgrades	Improve lighting and safety features along accessible routes and key circulation areas.
	Parking Striping & Signage	Stripe and designate accessible parking spaces with appropriate signage as an immediate improvement.
Early Implementation Opportunities	Pathway Maintenance	Repair cracks, surface uplift, and minor slope issues along primary travel routes.
	Wayfinding Signage	Add signage identifying site name, accessible routes, and key amenities.
	Accessible Picnic Table Relocation	Relocate or install an ADA-compliant picnic table closer to the launch area.



Shikellamy West Boat Access

236 Marina Rd, Sunbury, PA 17801 | River Mile 125, River Right | Owner: PA DCNR



Site Summary

Shikellamy West Access provides river access for primarily car-top boat users along the Susquehanna River. The site includes a single paved ADA-designated parking space, a concrete boat ramp, and minimal supporting infrastructure. Lighting and basic safety features are present, though overall amenities are limited. While the short distance between parking and the launch supports accessibility, design issues within the parking area and route transitions limit full compliance and usability.

The primary barrier at the site is the configuration of the ADA-accessible parking space. Although a van-accessible space is provided with a marked access aisle, the aisle is sloped and functions as a ramp, which does not meet ADA requirements for a level loading area. In addition, the parking signage is mounted below the required height and does not include proper van-accessible designation. These issues reduce the effectiveness of the accessible space and create challenges for safe vehicle entry and exit. A paved route connects parking to the launch over a distance of approximately 150 feet; however, a vertical lip greater than one inch at the transition between surfaces creates a barrier to accessibility. While the route surface is otherwise stable, this abrupt change may limit independent use. Nearby features, including picnic tables and a life preserver ring, are not located within accessible reach of the path, further reducing usability of on-site amenities and safety equipment.

The launch consists of a short concrete ramp with a moderate slope and sufficient maneuvering space at the top for loading and unloading. No dock or boarding structure is present, and water entry conditions include shallow, slow-moving water with a mix of riprap and structural shoreline. These conditions may require assistance for some users due to the slope and lack of accessible boarding features.

Amenities at the site are minimal, with no restroom facilities, water fountains, or accessible seating provided. Lighting is available, but safety features such as the life preserver ring are not connected to an accessible route. Wayfinding is also limited, with minimal signage and no information identifying accessible features or site name at the access point.

Key improvement priorities include correcting the ADA parking configuration, eliminating vertical barriers along the accessible route, and improving access to safety features. Additional opportunities include introducing basic accessible amenities and enhancing signage for clearer navigation.

Overall, Shikellamy West Access provides a simple and functional river access point, but accessibility is constrained by specific design deficiencies and limited amenities. Addressing these issues would improve usability and support more inclusive access to the site.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	ADA Parking Reconfiguration	Modify existing ADA van-accessible space to provide a level access aisle that does not function as a ramp; ensure proper separation from accessible route.
	Transition Repair (Parking to Path)	Remove vertical lip greater than 1” at the connection between parking area and pathway to meet ADA transition requirements.
	ADA Signage Correction	Raise ADA parking signage to minimum required height (60”) and include proper van-accessible designation.
Medium (1–3 years)	Ramp Usability Improvements	Evaluate and implement surface or edge modifications to improve usability of the launch ramp for individuals with mobility limitations.
	Accessible Connections to Site Features	Provide accessible routes or side access points to connect users to picnic tables and the life preserver ring within reach range.
	Basic Accessible Amenities	Introduce accessible seating or picnic tables located along or directly connected to the accessible route.
Long-Term	Accessible Boarding Infrastructure	Evaluate installation of a dock, transfer system, or other accessible boarding feature to improve water access.
	Site Amenity Expansion	Add amenities such as restrooms, water fountains, or additional seating to improve overall usability of the site.
	Circulation & Layout Enhancements	Improve overall site layout to support accessible circulation between parking, launch, and site features.
Early Implementation Opportunities	Minor Surface Adjustments	Perform grading and small-scale surface repairs to address transition issues and improve accessibility.
	Signage Updates	Reposition and update existing signage, including adding van-accessible designation and improving visibility.
	Wayfinding Improvements	Install basic signage identifying the site and key features, including accessible elements.

Northumberland Point Municipal Access

77 Water St, Northumberland, PA 17857 | River Mile: 0.2, River Left | Owner: Borough of Northumberland



Site Summary

Northumberland Point Municipal Access provides river access for boaters and shoreline users along the Susquehanna River. The site includes a large, non-delineated parking area with mixed dirt and stone surfaces, a concrete boat ramp, and seasonal dock infrastructure. While located near an urban area and adjacent park amenities, the access site itself is minimally developed and lacks defined infrastructure to support accessible use.

The primary barrier at the site is the absence of ADA-compliant parking. The existing lot is unorganized, with no designated spaces, striping, or accessible features, and consists of loose gravel and dirt surfaces that do not meet ADA requirements. Without defined circulation or accessible accommodations, users with mobility limitations may have difficulty safely navigating the site from arrival.

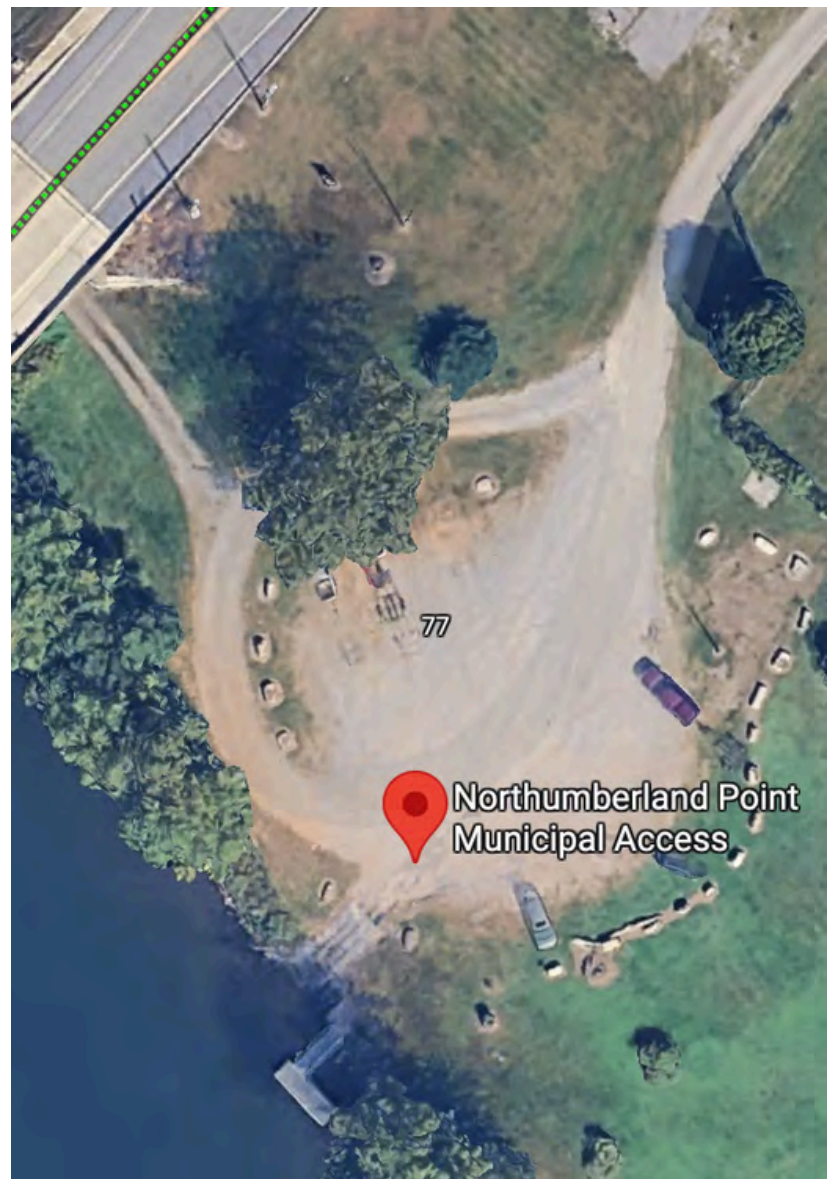
No accessible route connects parking to the launch or nearby amenities. Users must traverse uneven dirt and gravel surfaces over a short distance to reach the ramp, and informal paths provide the only connection to restroom facilities and other park features located approximately 500 feet away. These conditions do not meet standards for firm, stable, and continuous accessible routes and limit independent use.

The launch consists of a concrete ramp with a moderate slope and a relatively narrow width. Seasonal dock infrastructure is not consistently available, and water entry conditions include shallow, slow-moving water with exposed rocks and uneven substrate. Debris and unstable ground conditions near the ramp further reduce usability. These factors create challenges for individuals requiring stable footing or assisted entry.

Amenities at the site are limited. A seasonal portable restroom with an accessible stall is located at a distance but is not connected by an accessible route. No seating, water fountains, or other user-support features are present at the access location. Wayfinding is minimal, with limited signage and no information identifying accessible features or routes.

Key improvement priorities include establishing ADA-compliant parking, developing a continuous accessible route connecting the launch to parking and nearby amenities, and improving ramp and site surface conditions. Additional opportunities include introducing accessible seating, enhancing site organization, and improving wayfinding signage.

Overall, Northumberland Point Municipal Access provides basic river access but currently offers limited accessibility due to the absence of organized infrastructure and accessible connections. Targeted improvements focused on parking, route development, and site stabilization would significantly enhance usability and support more inclusive access.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	ADA-Compliant Parking Development	Establish a defined parking area with striping and layout, including van-accessible spaces with firm, stable, and slip-resistant surfaces.
	Accessible Route (Parking → Launch)	Construct a continuous, firm, and stable accessible route from parking to the boat ramp, replacing dirt and gravel surfaces.
	Accessible Seating Installation	Install ADA-compliant benches and picnic tables near the ramp and along primary paths to support user access and rest opportunities.
Medium (1–3 years)	Connection to Amenities	Develop an accessible route linking the launch area to the restroom and nearby park amenities.
	Ramp Transition & Slope Improvements	Evaluate and implement feasible improvements to ramp slope or transitions to enhance usability.
	Site Circulation & Organization	Define circulation patterns within the site to improve navigation, safety, and accessibility.
Long-Term	Accessible Dock Installation	Install a permanent or seasonal dock system designed to provide accessible boarding opportunities.
	Site Integration with Park	Reconfigure site layout to better connect the access point with adjacent park amenities.
	Amenity Expansion	Add amenities such as seating, rest areas, or other user-support features at the access site.
Early Implementation Opportunities	Surface Stabilization	Grade and compact existing parking and pathway areas to improve stability and reduce loose materials.
	Wayfinding Signage	Install signage identifying the launch, parking, and nearby amenities to improve navigation.
	Signage Visibility Improvements	Adjust placement and visibility of existing signage to better serve users.



Winfield Fish and Boat Commission Access or CSVT Bridge Access

64 Silo Ln, Winfield, PA 17889 | River Mile: 2.8, River Right | Owner: PA Fish & Boat Commission



Site Summary

The Winfield Pennsylvania Fish and Boat Commission Access is a rural river access site serving both motorized and non-motorized users along the Susquehanna River. The site includes a large crushed stone parking area, a concrete boat ramp with separate launch widths, and minimal supporting infrastructure. While the site is expansive and generally well maintained, it lacks defined organization and accessible design features.

The primary barrier at the site is the absence of ADA-compliant parking. The existing lot is non-delineated, with no designated spaces, striping, or signage, and consists of loose crushed stone that does not meet requirements for firm and stable surfaces. This condition limits safe navigation and independent use for individuals with mobility limitations.

No accessible route connects parking to the launch. Users must traverse uneven stone surfaces over a short distance to reach the ramp, which does not meet standards for continuous and accessible travel. This lack of a defined pathway creates challenges for individuals requiring stable footing or mobility assistance.

The launch consists of a concrete ramp with a moderate slope and designated widths for different vessel types. No dock or boarding structure is present. Shoreline conditions include shallow, slow-moving water with large rocks and broken concrete, further limiting stable entry. These factors reduce the ability of users with mobility impairments to independently access the water.

Amenities at the site are absent, with no restrooms, seating, water fountains, or lighting provided. Existing signage is limited and does not identify accessible features or routes, reducing clarity for users navigating the site.

Key improvement priorities include establishing ADA-compliant parking, developing a firm and continuous accessible route to the launch, and improving surface conditions at critical transition points. Additional opportunities include introducing basic amenities and enhancing wayfinding signage.

Overall, the Winfield Pennsylvania Fish and Boat Commission Access provides functional river access but currently offers limited accessibility due to the lack of defined infrastructure and accessible features. Focused improvements to parking, routes, and basic site elements would significantly enhance usability while maintaining the site's rural character.



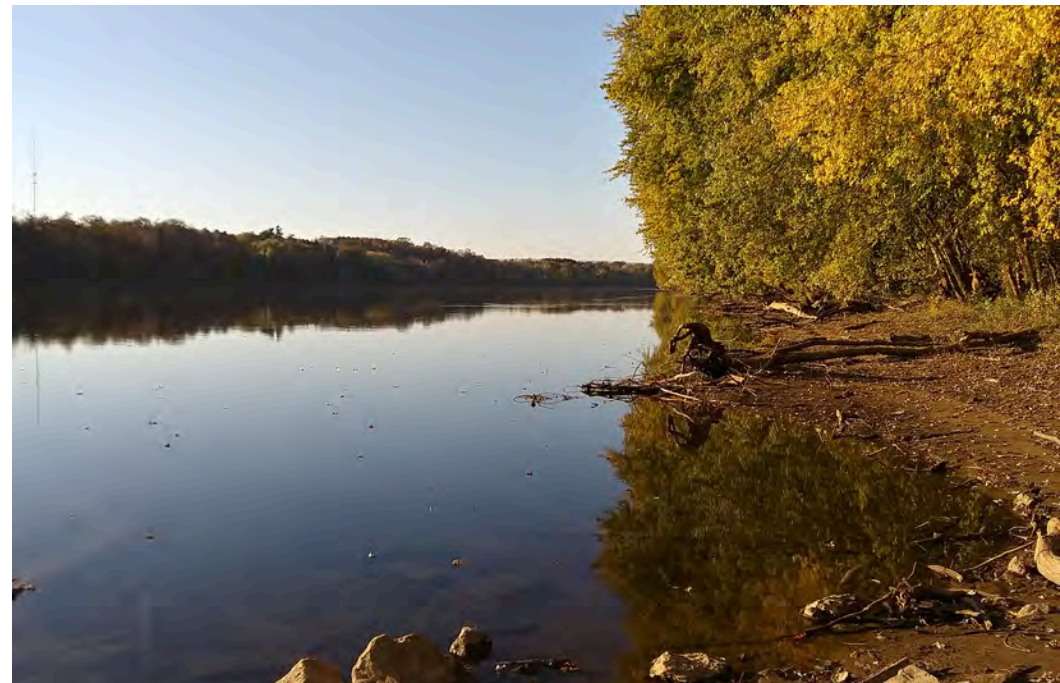
Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	ADA-Compliant Parking Area	Establish defined parking spaces, including van-accessible stalls, with firm, stable, and slip-resistant surfaces to replace loose crushed stone conditions.
	Accessible Route (Parking → Launch)	Construct a continuous, firm, and stable accessible route connecting parking to the boat ramp.
	Transition Improvements	Improve transitions between parking area and ramp to eliminate uneven or unstable access points.
Medium (1–3 years)	Ramp Usability Enhancements	Evaluate and implement feasible modifications to improve ramp usability and reduce effective slope challenges.
	Basic Amenity Installation	Introduce essential amenities such as seating or rest areas to support user needs.
	Site Organization & Circulation	Define circulation patterns and organize the site layout to improve navigation and safety.
Long-Term	Accessible Boarding Infrastructure	Install a dock, transfer system, or similar feature to provide accessible water entry.
	Amenity Expansion	Add amenities such as restrooms, water access, or additional seating to enhance site usability.
	Accessible Site Layout Improvements	Revisit overall site layout to support accessible circulation between key features.
Early Implementation Opportunities	Surface Stabilization	Grade and compact crushed stone surfaces to improve firmness and stability.
	Wayfinding Signage	Install signage identifying the launch, parking, and access points to improve navigation.
	Signage Visibility Improvements	Adjust placement and visibility of existing signage for better user awareness.



PFBC Chillisquaque Launch

835 PA-405, Milton, PA 17847 | River Mile: 5.8, River Left | Owner: PA Fish & Boat Commission



Site Summary

PFBC Chillisquaque Access is a rural river access site along the Susquehanna River that primarily serves motorized boat users. The site includes a crushed stone parking area, a paved access roadway, and a wide concrete boat ramp. While the facility is generally well-maintained and incorporates some intentional design elements—such as marked parking and a continuous paved route to the launch—overall accessibility is limited by surface conditions and the absence of supporting amenities.

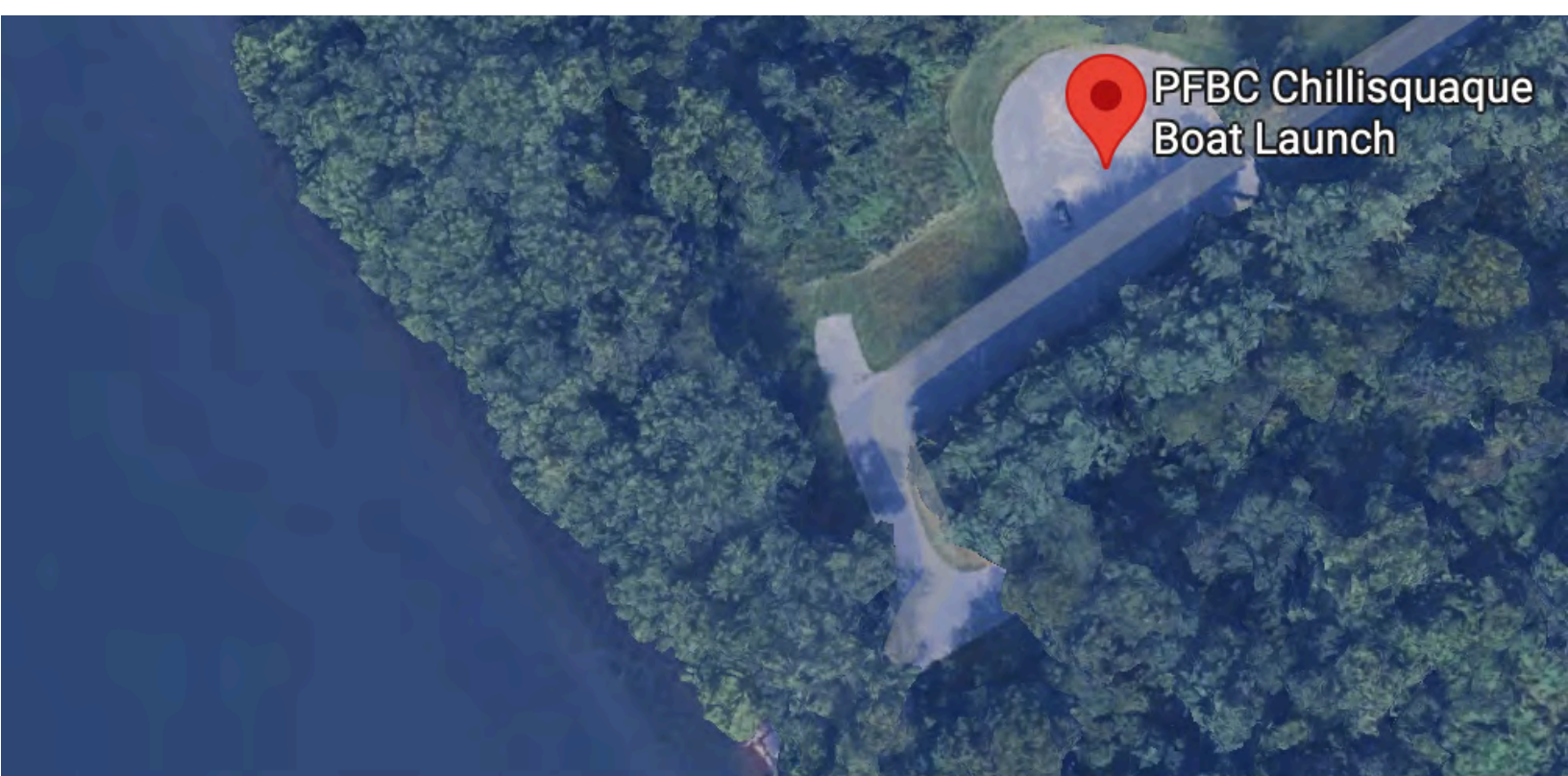
Accessible parking is provided at the site; however, the designated space is located on a loose crushed stone surface, which does not meet ADA requirements for firmness and stability. In addition, signage associated with the space is mounted below the required height standards. These conditions reduce the effectiveness of the accessible space and create challenges for safe and independent use. Despite these limitations, the site benefits from a paved connection between the parking area and the launch, which offers a generally stable and continuous route over a moderate distance.

The boat ramp is wide, smooth, and in good condition, supporting a range of boating

activities. However, the slope and the absence of a dock or other boarding infrastructure limits independent water access for users with mobility impairments. Shoreline conditions consist of shallow, slow-moving water and a vegetated dirt and silt edge, which may present additional stability challenges.

The site lacks restroom facilities, seating, and other basic amenities, reducing its functionality and limiting the duration of use for many visitors. While some informational signage is present, including a message board and regulatory markings, there is no wayfinding or accessibility-focused signage to guide users to key features or identify accessible elements.

Key barriers at the site include the placement of accessible parking on an unstable surface, non-compliant signage, limited boarding accessibility, and the absence of amenities. Addressing these issues—particularly through improvements to parking conditions, signage, and basic site features—would significantly enhance overall usability. With targeted upgrades, the site has strong potential to provide more inclusive access while maintaining its current function and character.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Reconstruct ADA Parking Space on Compliant Surface	Relocate or rebuild the existing ADA space on a firm, stable, and slip-resistant surface to meet ADA requirements and improve usability.
	Correct ADA Signage Height	Raise ADA parking signage to meet minimum height standards to ensure visibility and compliance.
	Improve Parking-to-Route Transition	Address any grade or surface inconsistencies between parking and the paved access route to ensure smooth, barrier-free travel.
Medium (1–3 years)	Improve Ramp Usability	Evaluate opportunities to reduce effective ramp slope or improve edge conditions to support safer and more accessible launching.
	Introduce Basic Amenities	Install accessible seating or rest areas near the launch to support user comfort and extended use.
	Enhance Circulation Organization	Improve layout and delineation of parking and movement areas to better define accessible routes and user flow.
Long-Term	Install Accessible Boarding Infrastructure	Consider adding a dock, transfer system, or similar feature to support independent water access.
	Expand Site Amenities	Introduce additional features such as restrooms to improve overall functionality.
	Improve Overall Site Layout	Reconfigure site elements to better integrate parking, routes, and launch areas into a cohesive accessible system.
Early Implementation Opportunities	Stabilize Parking Surface	Compact and stabilize crushed stone areas to improve firmness and short-term accessibility.
	Add Accessible Wayfinding Signage	Install signage identifying accessible routes, features, and site layout to improve navigation.
	Improve Existing Signage Visibility	Adjust placement and clarity of current signs to enhance usability and awareness.



Lewisburg Landing

St George St, Lewisburg, PA 17837 | River Mile 7.4, River Right | Owner: Borough of Lewisburg



Site Summary

Lewisburg Landing is an in-town paddling access point serving small craft users on the West Branch Susquehanna River. While the site includes basic amenities and benefits from a central location, it currently lacks key elements needed to support ADA-compliant access.

The primary barrier is the absence of a designated parking area. Users rely on on-street parking, and no ADA-accessible parking spaces, access aisles, or defined accessible route connect parking to the launch or amenities. As a result, visitors with mobility limitations may encounter uneven terrain, curbs without ramps, and variable travel paths when approaching the site.

The launch itself functions well for general paddling use but does not include accessible boarding infrastructure such as transfer platforms, adaptive launch systems, or accessible dock features. Seasonal water level fluctuations and winter weathering also affect the launch surface each year, requiring periodic regrading by the Borough to maintain usability.

Amenities are available both at the launch and within the adjacent park, including picnic tables,

a bench, trash receptacle, bicycle rack, and a community kayak kiosk. However, due to the lack of an accessible route—and a curb barrier separating the launch from the park—these features cannot currently be considered ADA-compliant.

Wayfinding is also limited, with one small sign identifying the launch and no signs directing visitors from nearby streets to the access point.

Key improvement priorities include establishing a designated accessible parking space, creating a firm and stable accessible route to the launch, and adding basic wayfinding signage. Additional opportunities include improving connections to the adjacent park amenities and evaluating future accessible launch features.

Overall, Lewisburg Landing functions as a well-used community access point but currently does not provide accessible arrival or launch conditions. Because the site is centrally located and already active, targeted improvements could significantly enhance accessibility with relatively modest investment.



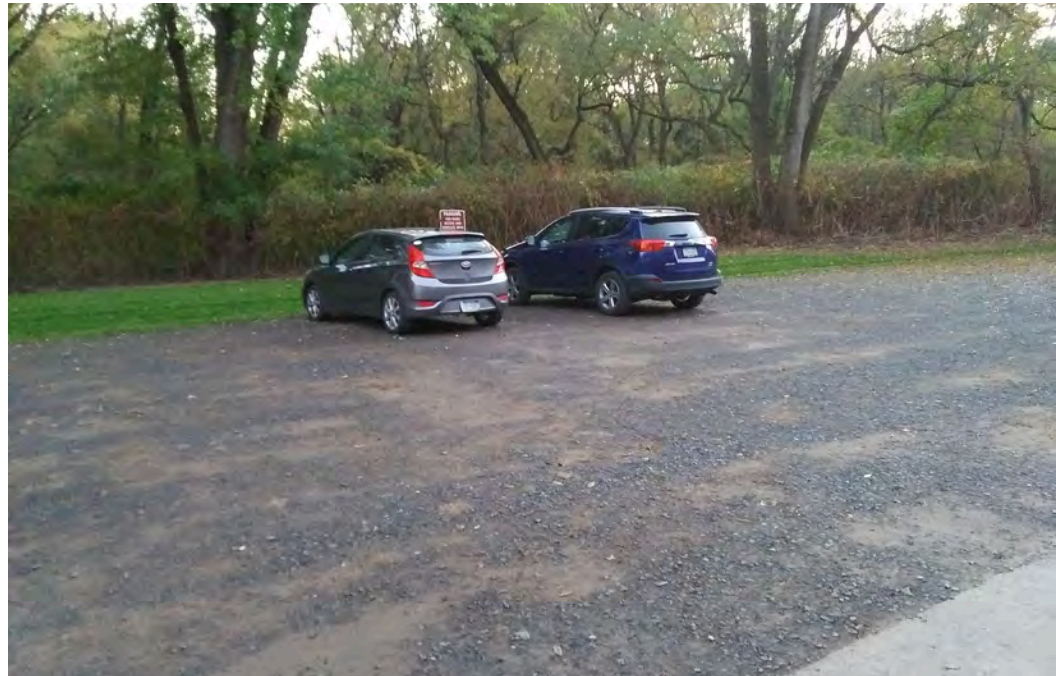
Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Designate accessible parking	Identify preferred launch parking area with at least one ADA-compliant space, access aisle, signage, and markings.
	Establish accessible route	Create a firm, stable path connecting parking to the launch and amenities.
	Install basic wayfinding	Add signage directing visitors to the launch, parking, and primary route.
Medium (1–3 years)	Improve walking surface	Ensure continuous, stable, and firm accessible route from parking to launch.
	Evaluate launch accessibility	Consider transfer point, dock connection, or ramp improvements.
	Upgrade amenities	Provide at least one accessible picnic table or bench near the launch.
	Improve park connections	Enhance access to adjacent park amenities and kayak kiosk.
Long-Term	Adaptive launch system	Install accessible floating dock or adaptive launch features.
	Expand accessible gathering space	Add seating and accessible areas near launch.
	Enhanced wayfinding & interpretive signage	Improve navigation and information for all visitors.
	Lighting improvements	Increase safety and usability during low-light conditions.
Early Implementation Opportunities	Low-cost quick wins	Mark preferred parking, install directional signage, improve primary walking surface, upgrade one accessible bench or picnic table.



Milton State Park Boat Launch

Milton State Park, 205, 205 PA-642, Milton, PA 1784 | River Mile: 11.4, River Left Channel | PA DCNR



Site Summary

Milton State Park Access provides river access for paddlers, boaters, and shoreline users along the West Branch Susquehanna River. The site includes an asphalt ramp and gravel surface lot and nearby park amenities, including restrooms, picnic areas, and water fountains. However, accessibility is limited due to a lack of coordinated ADA-compliant infrastructure and significant separation between key site features and amenities.

The primary barrier for users is the absence of ADA-accessible parking at the water access site. While an ADA-accessible space exists near the central restroom facilities, it does not meet the requirements for a van-accessible stall with marked access aisles and is located approximately 700 feet from the launch. With no accessible route connecting the two locations, users must use roadways or uneven terrain to access the site. The surface lot at the water access is loose packed gravel, and parking spots are not defined, with no accessible parking stalls.

No continuous accessible route exists between the water access site and other park amenities. Users must navigate a mix of surfaces including gravel, dirt, and pavement, some of which are not stable and firm, creating challenges for individuals with limited mobility.

The launch ramp from the surface lot to the water's edge is a consistent slope that is relatively steep. The facility lacks accessible boarding infrastructure such as docks, transfer platforms, or adaptive launch systems. Water entry conditions are shallow and silty, with rocks, debris, and vegetation further limiting usability for individuals requiring stable footing or assisted entry.

Amenities for the facility are present but not fully accessible. Pet waste and trash receptacles near the center of the park are compliant but are sparsely located. An ADA portable restroom is available near the marked ADA parking stall. Permanent vault restrooms are not connected to any circulation path or accessible route. Picnic tables, benches, and other park features are located away from the water access site and are not accessible from it directly.

Wayfinding and signage are limited to regulatory signage, with no directional or accessibility-focused signage guiding visitors to parking, the launch, or amenities.

Key improvement priorities include establishing ADA-compliant parking at the water access site and creating a firm and stable accessible route connecting parking, launch ramp, bathrooms, and other site elements.

Other improvements include implementing wayfinding and signage to site amenities and facilities and evaluating the capability for accessible launch features. Overall, Milton State Park Access offers valuable recreational opportunities but currently does not provide accessible arrival or launch conditions. With targeted improvements on parking and route connectivity throughout the park, the site has strong potential to significantly improve accessibility and usability for a wider range of visitors.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Designate ADA-compliant parking at launch	Establish at least one van-accessible space with proper dimensions, access aisle, signage, and markings near the launch area.
	Establish accessible route	Create a firm, stable, and continuous path connecting parking, launch, and restroom facilities.
	Improve wayfinding signage	Install signage directing visitors to parking, launch access, restrooms, and accessible routes.
Medium (1–3 years)	Improve ramp accessibility	Evaluate and mitigate steep ramp slope where feasible; improve transition into water.
	Add accessible launch features	Consider transfer system, stabilized entry point, or accessible launch interface.
	Improve connections to amenities	Enhance accessible routes to restrooms, water fountains, and other park features.
	Upgrade accessible seating	Install or relocate at least one ADA-compliant picnic table or bench near the launch.
Long-Term	Install adaptive launch system or dock	Develop accessible floating dock or launch system to support independent water access.
	Reconsider site layout	Reduce travel distances between parking, launch, and amenities to improve usability.
	Expand accessible gathering areas	Add seating, picnic, and viewing areas designed for accessibility.
	Lighting improvements	Improve safety and usability during low-light conditions.
Early Implementation Opportunities	Mark accessible parking (interim)	Temporarily designate and sign preferred accessible parking near launch.
	Improve surface conditions	Stabilize and smooth primary travel routes using compacted material or similar treatments.
	Install directional signage	Add low-cost signage identifying launch and key site features.
	Relocate accessible amenities	Move or install an accessible picnic table closer to the launch area.



Watsonstown PFBC Access & Boat Ramp

409 Dickson Ave, Watsonstown, PA 17777 | River Mile: 15.5, River Left | Owner: Borough of Watsonstown



Site Summary

The Watsontown PFBC Access is a rural river access site along the Susquehanna River serving both motorized and non-motorized users. The site includes a large stone parking area, a paved roadway connection, a long concrete boat ramp, and a seasonal portable restroom. While the site is generally well-maintained and provides direct water access, it lacks defined infrastructure and key elements necessary to support accessible use.

Accessibility is primarily limited by the absence of designated ADA parking and a continuous accessible route. The parking area is not lined and is surfaced with loose stone, with no accessible spaces or signage provided. Although a paved roadway connects to the ramp, users must navigate mixed and uneven surfaces without a clearly defined pedestrian path. Travel distances to the launch and restroom are relatively short to moderate; however, surface instability and abrasions reduce usability for individuals with mobility limitations.

The boat ramp is structurally sound and provides a stable launch surface, but its length and slope may present challenges for independent use. The absence of a dock or other boarding infrastructure further limits accessible water entry. Shoreline conditions consist of rocky terrain with mild

current and deeper water near the ramp, which may affect stability for some users.

Amenities at the site are minimal. A seasonal portable restroom is present but does not fully meet ADA standards and is not connected by an accessible route. Lighting is available, but no additional features such as seating or water access are provided, limiting the site's functionality for extended use.

Basic signage is present at the launch and along the roadway; however, there is no wayfinding or accessibility-specific information to guide users to key features or identify accessible elements. Key barriers include the lack of ADA-compliant parking, absence of a defined accessible route, unstable surface conditions, limited boarding accessibility, and non-compliant restroom facilities. Addressing these issues—particularly through the introduction of designated parking, improved surface conditions, and a continuous accessible route between features—would significantly enhance usability.

With targeted improvements and better site organization, Watsontown PFBC Access has strong potential to provide more inclusive access while maintaining its existing function and rural character.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Establish ADA-Compliant Parking	Designate and construct at least one van-accessible parking space with proper striping, signage, and a firm, stable, slip-resistant surface.
	Develop Accessible Route to Ramp & Restroom	Create a continuous, clearly defined accessible path connecting parking, launch, and restroom using stable materials (e.g., asphalt or concrete).
	Upgrade Restroom Facility	Replace or retrofit the portable restroom with an ADA-compliant unit and connect it via an accessible route.
Medium (1–3 years)	Improve Ramp Usability	Evaluate modifications such as edge treatments or landing areas to improve usability of the long ramp for individuals with mobility limitations.
	Define Site Circulation	Organize parking and pedestrian movement through striping, layout improvements, and clearer separation of vehicle and pedestrian areas.
Long-Term	Install Accessible Boarding Infrastructure if feasible	Introduce a dock, transfer system, or similar feature to support independent and assisted water access.
	Expand Site Amenities	Add accessible seating, rest areas, and other basic amenities to support longer visits and broader user needs.
	Reconsider Site Layout	Redesign site layout to better integrate parking, routes, launch area, and amenities into a cohesive accessible system.
Early Implementation Opportunities	Grade and Compact Stone Surfaces	Improve firmness and stability of existing stone areas to enhance short-term accessibility.
	Add Wayfinding & Accessibility Signage	Install signage identifying accessible routes, features, and site layout to improve navigation and usability.
	Improve Existing Signage Visibility	Reposition and enhance current signage for better clarity and user awareness.

Watsonstown Park Boat Launch or Watsonstown Borough Access

2 Canal St, Watsonstown, PA 17777 | River Mile: 15.7, River Left | Owner: Borough of Watsonstown



Site Summary

Watsontown Borough Access is a developed park site that provides secondary access to the Susquehanna River. The site includes a paved parking area with marked spaces, pedestrian amenities, lighting, and supporting features that contribute to a generally well-maintained and user-friendly park environment. Several elements, such as designated accessible parking spaces and picnic areas, reflect consideration of accessibility within the core park setting.

Despite these strengths, the site's function as a water access point is limited. While accessible parking is present, required parking signage is missing and a vertical lip at the transition to the accessible route creates a barrier. Circulation throughout the site is partially supported by paved surfaces; however, there is no clearly defined or protected accessible route connecting parking to the water access area, and users may need to travel within vehicular spaces to reach the shoreline.

Water access is informal and occurs via a long, gently sloped grassy corridor extending approximately 450 feet to the river. This area is uneven, vegetated, and lacks a stabilized or clearly defined path, making it difficult to navigate. The absence of a formal launch structure or boarding feature significantly limits usability for individuals with mobility impairments. As a result, the site is not well suited for accessible boat launching or direct water entry.

Amenities at the site support general park use and include a seasonal portable restroom, picnic tables (including one accessible table), lighting, and additional safety features such as a Narcan box. However, the accessible route to the restroom is not fully compliant, and permanent restroom facilities are located at a considerable distance.

Wayfinding and signage are present for general park navigation and regional trail systems but do not identify water access points or accessible

routes. This limits user awareness and clarity, particularly for those seeking river access.

Overall, Watsontown Borough Access provides a strong foundation as an accessible community park but offers limited functionality as an accessible water access site. Improvements focused on accessible parking compliance, route definition, and stabilization of the water access area would enhance usability. Until such improvements are made, the site is best suited for passive recreation rather than accessible boat launching. For water access for launching watercraft, it is recommended to use the nearby Watsontown PFBC Access, less than one mile downriver.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Install ADA-compliant parking signage	Provide required ADA and van-accessible signage at designated spaces to meet standards and improve usability.
	Remove vertical lip at accessible route transition	Eliminate or reduce the >1" level change between parking and accessible route to ensure a smooth, compliant connection.
	Improve accessible connection to restroom	Establish a continuous, compliant route from parking to the seasonal restroom to support independent use.
Medium (1–3 years)	Formalize upper ramp area for trailer use	Reconfigure and stabilize upper portion of grassy slope to better accommodate truck and trailer parking and circulation.
	Improve shoreline and slope conditions	Manage vegetation and grade uneven terrain along the grassy slope to improve safety and usability.
	Enhance site circulation and organization	Better define pedestrian and vehicular movement, reducing reliance on roadway travel for access.
Long-Term	Develop flood-resistant water access feature	Construct a stabilized and durable water entry point along the existing slope to support safer access.
	Improve connection to permanent restrooms	Evaluate and implement an accessible route to permanent restroom facilities within the park.
	Integrate water access with park circulation	Introduce ramps, pathways, or stair connections linking park amenities to the water's edge.
Early Implementation Opportunities	Add wayfinding and access signage	Install signage identifying water access location and accessible routes throughout the site.
	Clear and maintain vegetation	Remove overgrowth along access corridor and shoreline to improve visibility and movement.
	Improve visibility of existing signage	Adjust placement and clarity of current signage to better guide users.

Great Stream Commons Access

River Rd, Allenwood, PA 17810 | River Mile: 18.6, River Right | Owner: Undetermined



Site Summary

Great Stream Commons Access is an informal and minimally developed river access point along the Susquehanna River. The site consists of mixed surfaces including stone, grass, and dirt, with no defined parking area, circulation patterns, or constructed launch features. Access to the water is provided through a narrow opening in vegetation leading to a steep, uneven shoreline. While the site offers direct proximity to the river, it lacks the infrastructure typically associated with a functional access facility.

Accessibility at the site is extremely limited. There are no designated or ADA-compliant parking spaces, and users rely on an informal roadside pull-off with unstable surface conditions. No accessible route connects parking to the river, requiring travel across uneven terrain that is not firm, stable, or slip-resistant. These conditions create a fundamental barrier to site entry and circulation for individuals with mobility impairments.

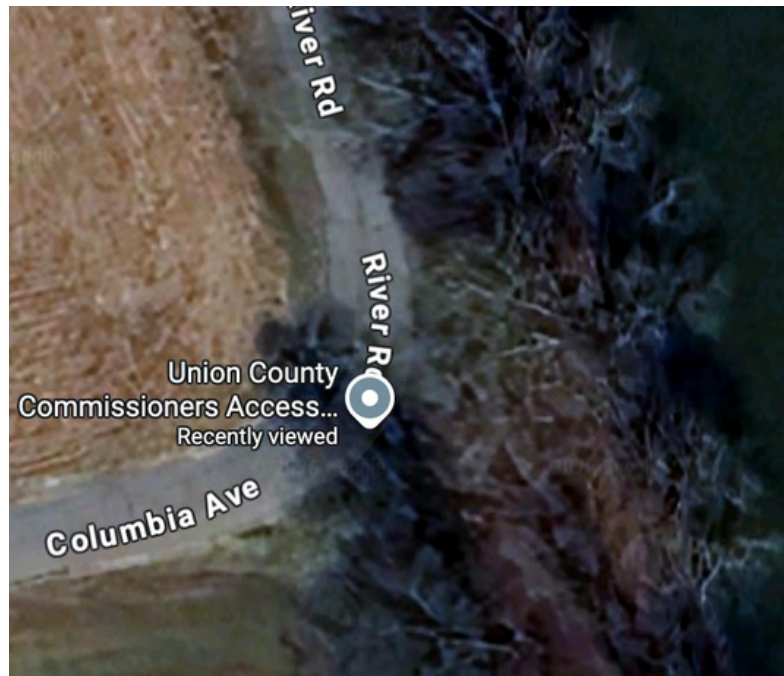
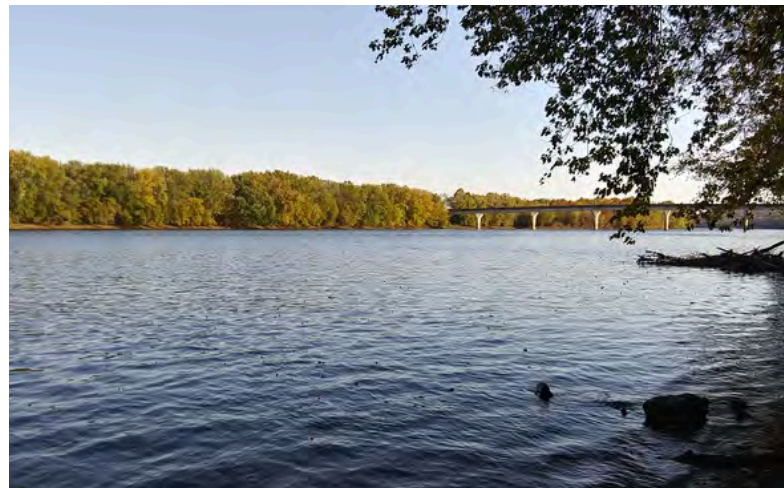
Water access is similarly constrained by the absence of a formal launch structure. The existing entry consists of a steep, narrow, and deteriorated slope with a surface of dirt and residual materials. The shoreline is rocky, muddy, and uneven, with vegetation and debris present, including broken glass. These conditions do not meet accessibility guidelines and present both usability and safety concerns, limiting independent access to the water.

The site does not include any amenities such as restrooms, seating, lighting, or drinking water. The absence of these features restricts the duration and comfort of site use for all users and eliminates necessary support for individuals requiring accessible facilities. In addition, no signage is present to identify the site, direct users, or communicate access conditions, further limiting usability and awareness.

Overall, Great Stream Commons Access provides a basic and informal point of entry to the river but

does not currently function as an accessible facility. Significant barriers exist across all categories, including parking, circulation, water entry, and site support features.

Targeted improvements focused on establishing defined parking, creating a stable and continuous accessible route, and stabilizing the launch area would provide meaningful initial progress. With comprehensive and coordinated upgrades, the site has strong potential to evolve into a functional and more inclusive access point while maintaining its natural character. In the short term, nearby launches such as the PFBC Montgomery Access upriver and the PFBC Watontown downriver offer more accessible options.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Establish ADA-compliant parking area	Create a defined parking area with at least one ADA-compliant space on a firm, stable, and slip-resistant surface to replace informal roadside parking.
	Develop accessible route to water	Construct a firm, stable, and continuous accessible route connecting parking to the water access point.
	Stabilize and regrade launch area	Reduce slope and improve surface conditions of the existing launch area to support safer and more accessible use.
	Remove debris and hazards	Clear broken glass, trash, and other hazards from shoreline and access paths to improve safety and usability.
Medium (1–3 years)	Improve site organization	Define circulation patterns for vehicles and pedestrians to create a more functional and legible site layout.
	Introduce basic amenities	Add elements such as seating or rest areas to support longer and more comfortable site use.
	Install site identification signage	Provide basic signage identifying the access point and indicating safe entry locations.
Long-Term	Construct formal launch structure	Develop a formalized ramp or launch feature designed to accommodate a range of users.
	Install accessible boarding infrastructure	Add features such as a dock or transfer system to support independent water access.
	Expand site amenities	Introduce additional amenities to support broader recreational use and accessibility.
Early Implementation Opportunities	Clear vegetation	Remove overgrowth to improve visibility, safety, and physical access to the river.
	Grade and compact surfaces	Improve stability of existing surfaces as an interim measure prior to full construction.
	Install temporary signage	Provide interim signage to identify the site and improve user awareness and navigation.

Montgomery Borough Access or PFBC Montgomery Access

119 1st St, Montgomery, PA 17752 | River Mile: 22.8, River Right | Owner: Montgomery Borough



Site Summary

PFBC Montgomery Access is a moderately developed river access site that provides a functional connection to the Susquehanna River within a broader park setting. The site includes a paved parking area, a wide concrete boat ramp, and both seasonal and permanent restroom facilities nearby. Gentle grades and a broad paved roadway support general circulation and create a foundation for accessible use; however, accessibility is limited by the lack of formal designation and incomplete connections between site elements.

Accessible design is partially supported by the presence of stable paved surfaces and a relatively short route between parking and the launch area. Despite these advantages, the absence of designated ADA-compliant parking and clearly defined pedestrian routes reduces usability for individuals with mobility impairments. Circulation frequently occurs within shared vehicular areas, and accessible connections to key amenities are inconsistent or indirect.

The boat ramp is structurally sound and notably wide, supporting a range of users. However, it is a medium slope, and the absence of boarding infrastructure limits independent water access. Shoreline conditions, consisting of rocky and vegetated surfaces, may further reduce stability for users entering the water.



Amenities at the site provide a baseline level of functionality, including a seasonal portable restroom and nearby permanent facilities. While these features support general use, their accessibility is constrained by incomplete route connections and potential non-compliance of the portable unit. Additional supporting amenities are limited within the immediate launch area.

Wayfinding and signage are present but primarily informational, with no clear identification of accessible parking, routes, or site features. As a result, users may have difficulty locating accessible elements or understanding circulation patterns within the site.

Overall, PFBC Montgomery Access offers a well-maintained and functional access point with several characteristics that could support accessible use. However, the absence of designated accessible parking, incomplete route connectivity, and lack of boarding infrastructure limit full accessibility. Focused improvements to parking designation, route definition, and connections to amenities would significantly enhance usability. With incremental upgrades, the site has strong potential to provide more inclusive access while maintaining its existing role and character.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Establish ADA-compliant parking	Provide at least one van-accessible space with proper dimensions, striping, signage, and firm, stable surface.
	Define accessible route to key features	Create a continuous, clearly defined accessible path from parking to the launch and primary amenities.
	Improve transitions between surfaces	Address transitions between parking, roadway, and pedestrian areas to eliminate barriers and ensure smooth, compliant connections.
Medium (1–3 years)	Enhance connections to restroom facilities	Improve accessible routes to both seasonal and permanent restrooms, ensuring continuous and compliant access.
	Improve site organization and circulation	Better define pedestrian and vehicular movement through layout adjustments and pathway delineation.
	Introduce additional amenities	Add features such as seating or rest areas to support a wider range of users.
Long-Term	Install accessible boarding infrastructure	Construct a dock, gangway, or transfer system to support independent water access.
	Upgrade restroom facilities	Improve restroom facilities to fully meet ADA accessibility standards.
	Expand site amenities	Add additional features to support broader recreational use and user comfort.
Early Implementation Opportunities	Add accessibility-focused signage	Install signage identifying accessible parking, routes, and key site features.
	Improve signage visibility	Adjust placement and visibility of existing signage for better wayfinding.
	Delineate parking and circulation areas	Use striping or markers to clearly define parking spaces and traffic flow.



Muncy Heritage Park River Access & Canoe Launch

601 Pepper St, Muncy, PA 17756 | River Mile: 26.7, River Left | Owner: Muncy Historical Society



Site Summary

Muncy Heritage Park Access functions as an informal shoreline access point within a historic park setting along the Susquehanna River. The site consists of a roadside pull-off and a short but steep descent to the riverbank via steps and mixed natural surfaces. While the surrounding park includes some amenities, these features are separated from the access point and are not connected by an accessible route. As a result, the site operates more as a passive viewing and shoreline area than a developed water access facility.

Accessibility at the site is extremely limited. There is no designated or ADA-compliant parking at the access point, and the primary route to the river relies entirely on steps and uneven terrain with no alternative accessible path. These conditions prevent independent access for individuals with mobility impairments and do not meet ADA standards for accessible routes. The distance and separation between the access point and the main park's parking area further reduce usability.

Water entry is informal and constrained by natural conditions. The shoreline consists of rocky, uneven terrain with shallow water, light vegetation, and exposed stones, particularly near nearby bridge structures. The absence of a defined launch or stabilized surface significantly limits the site's suitability for watercraft use and reinforces its function as a shoreline access point rather than a launch facility.



Amenities at the access point are minimal, with no restroom facilities or supporting infrastructure directly available. Although the adjacent park contains some features, the lack of accessible connections prevents these from effectively supporting use of the river access area. Wayfinding is also limited, with no signage identifying the access point or providing guidance on site conditions or accessible features. This lack of information further reduces usability and awareness for potential users.

Overall, Muncy Heritage Park Access provides a basic, informal connection to the river but lacks the infrastructure necessary to support accessible use. Significant barriers—including the absence of accessible parking, reliance on steps, and unstable shoreline conditions—limit functionality.

Substantial improvements would be required to achieve even a baseline level of accessibility, and the site is best suited for passive shoreline access rather than watercraft launching. In the short term, the nearby PFBC Muncy Access less than two miles upriver offers a more accessible option.



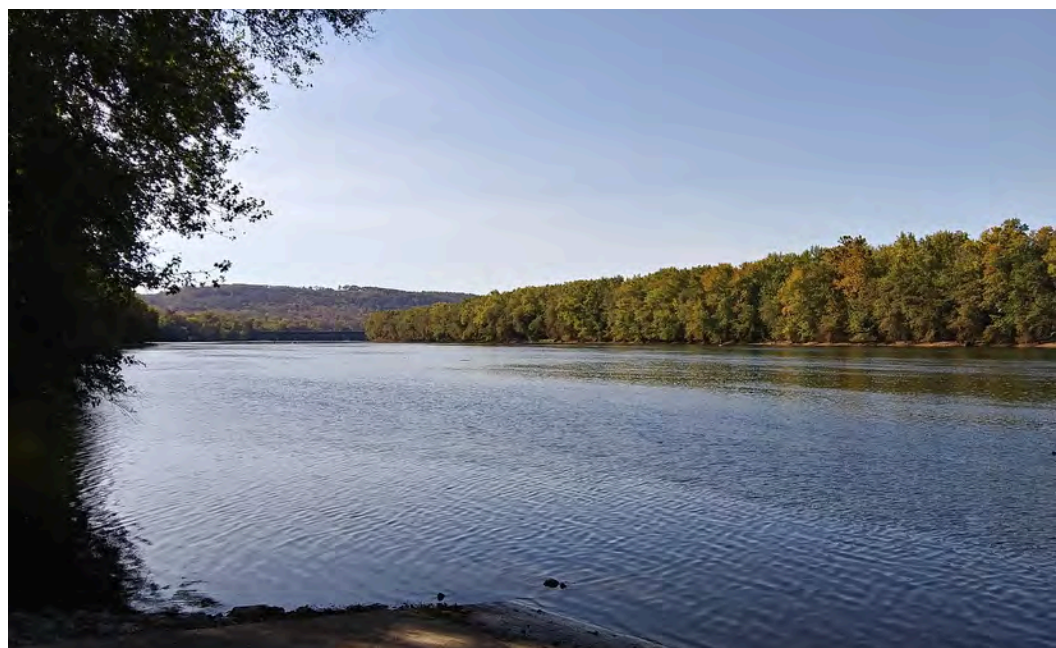
Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Establish ADA-compliant parking	Create a defined parking area at the access point with at least one ADA-compliant space on a firm, stable surface connected to the site.
	Install railing on route to shoreline	Construct a railing to allow for better access along path to shoreline while maintaining the rustic nature of the site
	Stabilize shoreline access area	Improve grading and surface conditions at the river edge to enhance safety and usability.
Medium (1–3 years)	Improve site organization	Define circulation patterns and clarify user flow between parking, access points, and surrounding park features.
	Introduce basic amenities	Add seating or rest areas to support passive use of the shoreline where feasible.
	Install site identification signage	Provide signage identifying the access point and general layout to improve awareness and navigation.
Long-Term	Construct formal access structure	Develop a stabilized launch feature or overlook to provide safer and more structured shoreline access.
	Improve connectivity to park amenities	Establish accessible routes linking the access point to existing park facilities.
	Expand site features	Add additional infrastructure or amenities to support broader recreational use if appropriate.
Early Implementation Opportunities	Clear vegetation along access path	Remove overgrowth to improve visibility and ease of movement to the shoreline.
	Grade and compact surfaces	Improve short-term stability of existing dirt and stone areas through grading and compaction.
	Install temporary signage	Add interim signage to identify the access point and communicate site conditions.



PFBC Muncy - Representative Garth Everett Boat Launch

296-298 Aquatic Rd, Muncy, PA 17756 | River Mile: 27.8, River Left | Owner: PA Fish & Boat Commission



Site Summary

PFBC Muncy Access is a river access site characterized by a split configuration between an older, closed launch and a newer, active ramp located approximately 600 feet away. While the newer ramp provides improved and reliable water access, site infrastructure has not been updated to reflect this transition. As a result, parking, circulation, and accessibility features remain oriented toward the former launch area, creating a disconnected and inefficient site layout.

Parking is distributed between a paved lot serving the closed ramp and a smaller gravel area near the active launch. Although ADA-designated spaces are present in both locations, neither meets full compliance standards. The paved space is signed and marked but lacks an access aisle and is located a significant distance from the active ramp, limiting its effectiveness. This misalignment between parking and the current point of access presents a substantial barrier to independent use.

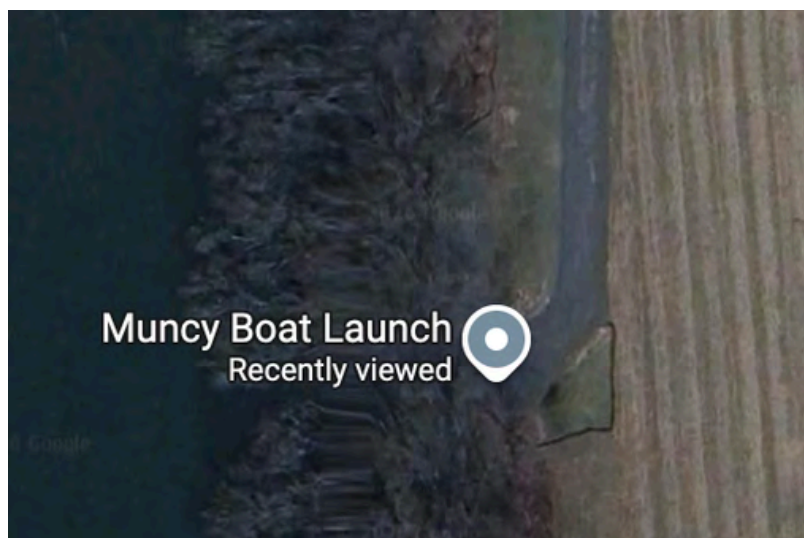
Circulation between site elements is a primary limitation. The route from the paved parking area to the active ramp exceeds 600 feet and follows a washboard gravel roadway with no defined pedestrian path. Surfaces are uneven and unstable, and there is no protected or continuous accessible route. These conditions significantly restrict safe movement and limit usability for individuals with mobility impairments.

The active launch consists of a wide concrete ramp with a moderately steep slope and favorable water conditions, including shallow, slow-moving flow and an open shoreline. While the ramp supports general boating use, the absence of boarding infrastructure such as a dock or transfer system limits independent access. The continued presence of the closed ramp, without clear indication of its status, contributes to confusion and detracts from overall site clarity.

Amenities at the site are minimal and include only a seasonal portable restroom, which is not connected to all areas by an accessible route. Wayfinding is also limited, with signage present but not reflective of the current site configuration. There is no clear direction to the active ramp and no identification of accessible features, making navigation difficult for users unfamiliar with the site.

Overall, PFBC Muncy Access functions as a usable launch location but is constrained by the disconnect between its active facilities and supporting infrastructure. Key barriers include non-compliant and poorly located accessible parking, lack of a defined accessible route to the new ramp, and insufficient wayfinding.

Targeted improvements focused on aligning parking with the active launch, establishing a continuous accessible route, and updating signage would significantly enhance usability. With coordinated upgrades, the site has strong potential to function as a cohesive and accessible river access point.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Upgrade ADA parking spaces	Provide access aisles, proper striping, signage, and firm, stable surfaces to achieve full compliance.
	Relocate or establish accessible parking near active ramp	Ensure accessible spaces are located adjacent to the currently used launch area to support independent access.
	Develop accessible route to launch	Construct a firm, stable, and continuous pathway connecting parking areas to the new ramp, separate from vehicular travel where feasible.
	Install directional and status signage	Clearly identify the active ramp location and indicate that the older ramp is closed to reduce confusion.
Medium (1–3 years)	Stabilize access roadway surfaces	Improve gravel roadway conditions through grading, compaction, or surfacing to enhance usability and safety.
	Improve site organization and circulation	Define clear movement patterns between parking, roadway, and launch areas to support safe and intuitive use.
	Improve restroom accessibility and placement	Enhance accessibility of existing facilities or relocate to better serve the active launch area.
Long-Term	Install accessible boarding infrastructure	Add a dock, gangway, or transfer system to support independent water access.
	Decommission or remove old ramp	Eliminate or formally close the depreciated ramp to improve clarity and site efficiency.
	Expand site amenities	Introduce additional features to support a broader range of recreational users.
Early Implementation Opportunities	Add temporary directional signage	Provide interim guidance directing users to the active ramp and key features.
	Grade and compact gravel surfaces	Perform minor surface improvements to improve short-term stability and accessibility.
	Improve visibility of existing signage	Adjust placement and condition of current signs to enhance readability and awareness.



Mill Street Boat Launch

Mill St, Montoursville, PA 17754 | River Mile 35.3, River Left | Owner: Montoursville Borough



Site Summary

Montoursville's Mill Street Boat Launch is a municipal river launch that provides basic access to the West Branch Susquehanna River. The site includes a tarmac parking area, a concrete boat ramp, a short, paved route to the water, and limited amenities. The distance from the parking area to the ramp is approximately 34 feet, and the paved surface provides generally favorable conditions for mobility.

However, the site currently lacks several key accessibility features. No ADA-designated parking spaces, access aisles, striping, or signage are present, which represents the most significant compliance gap. While the paved route to the ramp is short and potentially accessible, the absence of compliant parking prevents a fully accessible path of travel. Additionally, the launch area does not include a dock, boarding pier, or adaptive kayak/canoe launch system, making independent watercraft entry difficult for users with mobility impairments.

Amenities are minimal and include picnic tables without accessible pathways and a non-ADA-compliant restroom, including the lack of an accessible path to the door. Overall, Mill Street Boat Launch currently offers limited ADA accessibility. With the addition of compliant parking infrastructure and potential dock or adaptive launch improvements, the site has strong potential to improve accessibility due to its compact layout and paved surfaces.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Establish ADA-compliant van-accessible parking space	Designate and stripe at least one van-accessible parking space with proper dimensions and access aisle.
	Provide compliant access aisle and pavement striping	Add painted striping to clearly define the accessible parking space and access aisle.
	Install ADA parking signage	Install the International Symbol of Accessibility signage at the required mounting height to clearly identify the accessible space.
	Verify and correct parking surface slopes	Measure and adjust parking area slopes to ensure they meet ADA requirements ($\leq 2.08\%$ in all directions).
	Upgrade restroom facilities	Replace or retrofit portable/pit restrooms to meet ADA standards; address lack of accessible path
Medium (1–3 years)	Install accessible floating dock with compliant gangway	If feasible, add a floating dock and gangway to provide safer boarding and improved access to the water.
	Install adaptive kayak/canoe launch system	Provide adaptive launch equipment to allow more independent paddling access for users with mobility impairments.
	Stabilize shoreline edge near ramp	Improve the transition area between pavement and shoreline to reduce uneven or rocky conditions.
	Add accessible bench with clear floor space	Install seating with adjacent maneuvering space connected to the paved circulation area.
	Integrate accessibility upgrades into borough capital planning	Incorporate accessibility improvements into future municipal capital improvement plans.
Long-Term	Enhance lighting and site wayfinding	Improve site lighting and add directional signage to support safer and more intuitive navigation.
	Evaluate regrading needs	Assess whether regrading is necessary if slope verification identifies route deficiencies.
	Define preferred accessible parking area	Temporarily designate a location for accessible parking even before formal striping is completed.
Early Implementation Opportunities	Add wayfinding signage from road to launch	Install directional signage guiding visitors to the launch and accessible features.
	Improve pavement-to-shoreline edge condition	Conduct minor grading or stabilization where pavement meets the shoreline to improve safety and usability.



Greevy Boat Launch

Susquehanna Beltway, Montoursville, PA 17754 | River Mile 37.3, River Left | Owner: Loyalsock Township



Site Summary

Greevy Boat Launch is a moderately developed river access. The site includes a mixed-surface parking area, separate motorized and non-motorized concrete boat ramps, a floating dock with gangway, and a restroom facility.

The site provides a generally functional base for accessibility, though several limitations are present. One ADA-designated parking space and a passenger loading zone are provided; however, the parking area lacks full striping and a van-accessible designation, reducing overall compliance and usability.

A continuous route connects parking to the launch over approximately 189 feet. This route is primarily paved and free of major barriers, supporting general mobility, though surface transitions may present minor challenges.

At the water, the dock and gangway offer a relatively accessible approach, with the gangway slope within acceptable limits. However, the absence of handrails and a transition plate, along with a steep and narrow non-motorized ramp, limit safe and independent use.

No adaptive canoe/kayak launch system is present, and shoreline conditions include sand, debris, and mud.

Restroom facilities are present, and the pathway to the door is accessible. (This study only evaluates exterior routes and does not include determination of ADA compliance inside the restrooms.)

Site amenities include picnic tables and a bench; however, none are ADA-accessible due to the lack of a firm, stable, and continuous accessible path. Additional amenities such as water fountains are not provided, though lighting and signage are present.

Key barriers include incomplete ADA parking, limited dock safety features, lack of adaptive launch infrastructure, and inaccessible amenities.

Overall, Greevy Boat Launch is best characterized as moderately ADA-accessible, with targeted improvements needed to support more independent and inclusive use.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Improve ADA parking layout	Add striping, define access aisle, and ensure compliant dimensions
	Add van-accessible designation	Install signage and markings for van-accessible space
	Enhance dock safety features	Install handrails on gangway and improve transitions to dock
Medium (1–3 years)	Install adaptive canoe/kayak launch system	Improve independent water access for users with disabilities
	Improve non-motorized ramp access	Address slope or provide alternative accessible launch option
	Upgrade picnic tables and seating	Provide ADA-compliant tables with clear floor space
	Create accessible routes to amenities	Install firm, stable paths to benches and picnic areas
Long-Term	Improve overall site circulation	Standardize surfaces and reduce transitions between materials
	Upgrade dock and ramp systems	Bring all launch features closer to ADA best practices
	Integrate accessibility into site planning	Include ADA improvements in future capital upgrades
Early Implementation Opportunities	Improve signage and wayfinding	Clearly identify accessible routes and features
	Routine maintenance	Remove debris and improve surface conditions at launch area
	Temporary accessible routes	Define paths to amenities using low-cost materials



Susquehanna State Park

2250 Hiawatha Blvd, Williamsport, PA 17701 | River Mile 42.1, River Left | Owner: PA DCNR



Site Summary

Susquehanna State Park Access is a high-capacity facility that includes a paved parking lot with 20 spaces (including 2 ADA-designated spaces), an adjacent stone overflow lot with approximately 22 additional spaces, a passenger loading zone, a concrete boat ramp, floating dock with gangway, and extensive paved circulation routes. Restroom and pavilion amenities are located at the nearby Hiawatha Riverboat dock and are connected via internal park routes, though not directly adjacent to the canoe/kayak launch.

The site has a strong foundation for accessibility. Paved routes from parking to the launch are firm, stable, and within acceptable slope limits, supporting independent mobility. The dock and gangway system further enhance access to the water under normal conditions, with appropriate slopes, handrails, and transition elements.

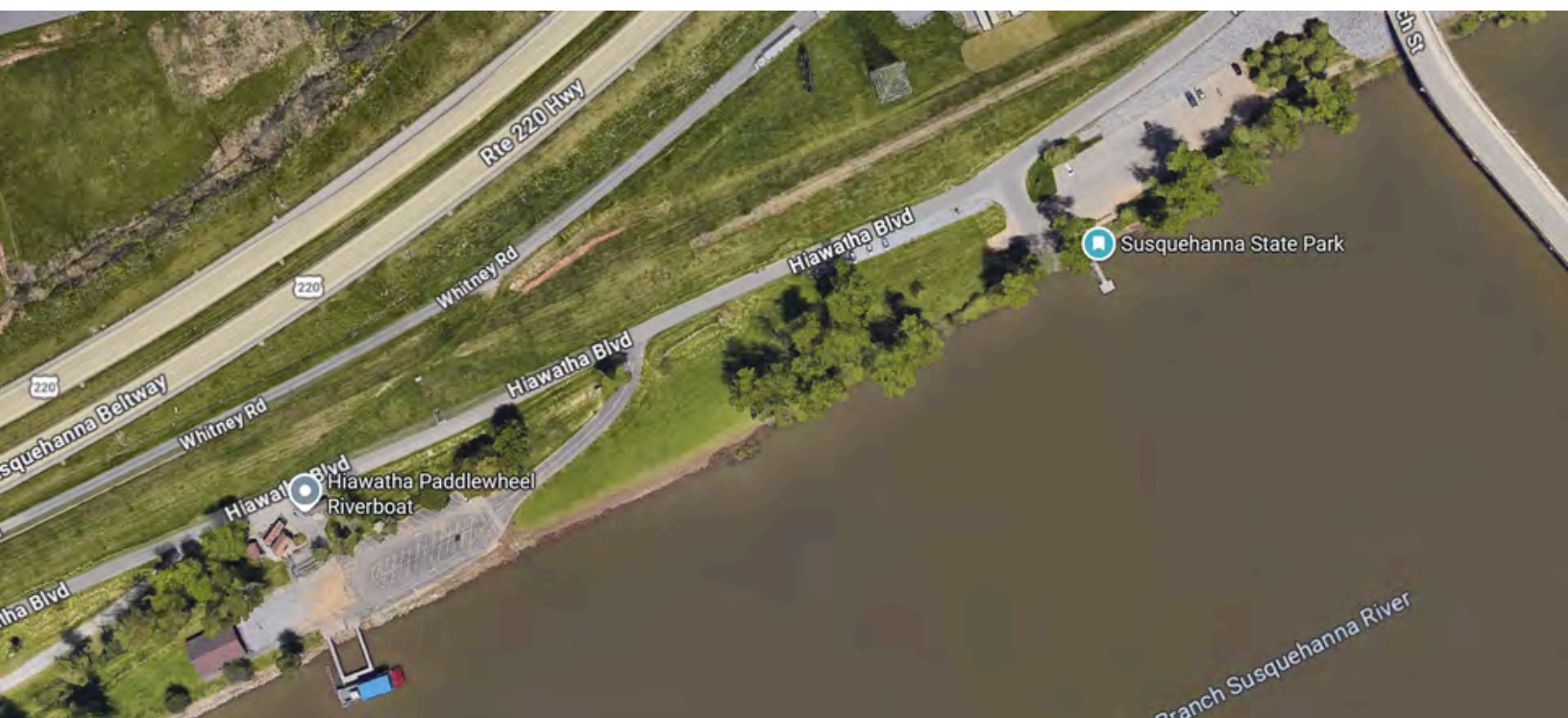
Several issues, however, limit full ADA compliance. While the required number of accessible parking spaces is provided, the parking slope exceeds ADA limits, striping and signage are faded, and no van-accessible designation is present. The adjacent stone lot is not accessible and does not contribute to compliance.

At the launch, the boat ramp is wide but steep, and flood damage to the dock at the time of assessment limited usability. Additionally, no adaptive canoe/kayak launch system is provided, restricting independent water access.

Restroom facilities are located more than 1,100 feet from the launch at the adjacent riverboat access. Although connected by an accessible route, it is on the main thoroughfare for traffic through the park rather than a sidewalk, and the distance reduces convenience. Picnic tables and other amenities are also located away from the primary launch and lack confirmed accessible routes.

Key barriers include excessive parking slopes, faded ADA markings, lack of van-accessible parking, limited adaptive launch infrastructure, flood-related dock limitations, and the separation of restrooms and amenities from the launch area.

Overall, Susquehanna State Park Access can be considered moderately to substantially ADA-accessible. With targeted improvements—particularly to parking compliance, dock usability, and accessible launch features—the site has strong potential to provide a more inclusive and independently accessible recreational experience.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Re-stripe ADA parking spaces and access aisle	Refresh faded pavement markings and ensure proper dimensions for ADA compliance.
	Correct parking area slopes	Regrade or adjust paved surface to meet maximum 2.08% slope requirement.
	Install/upgrade ADA signage	Ensure signage is visible, compliant height, and includes van-accessible designation.
	Repair flood-damaged dock infrastructure	Restore full usability of dock and gangway to support safe and accessible water entry.
Medium (1–3 years)	Install adaptive canoe/kayak launch system	Provide accessible launch equipment to support independent water access.
	Improve accessible connection to amenities	Enhance or clearly define accessible routes to restrooms and pavilion area.
	Add accessible picnic tables	Provide tables with wheelchair access, clear floor space, and appropriate height.
Long-Term	Expand accessible parking capacity if needed	Evaluate demand and consider additional ADA-compliant spaces.
	Enhance wayfinding and accessibility signage	Improve directional signage highlighting accessible features throughout the site.
	Integrate accessibility into capital planning	Incorporate ADA improvements into long-term DCNR infrastructure upgrades.
Early Implementation Opportunities	Designate van-accessible space with temporary signage	Improve usability prior to full restriping or construction.
	Improve visibility of accessible features	Use temporary paint, signage, or markings to guide users.
	Provide interim shoreline stabilization near launch	Address minor edge conditions to improve safety and usability.
	Conduct routine maintenance checks	Regularly inspect slopes, surfaces, and infrastructure to prevent further degradation.



Linden PFBC Access and Boat Ramp

436 Antlers Ln, Williamsport, PA 17701 | River Mile 45.4, River Left | Owner: PA Fish & Boat Commission



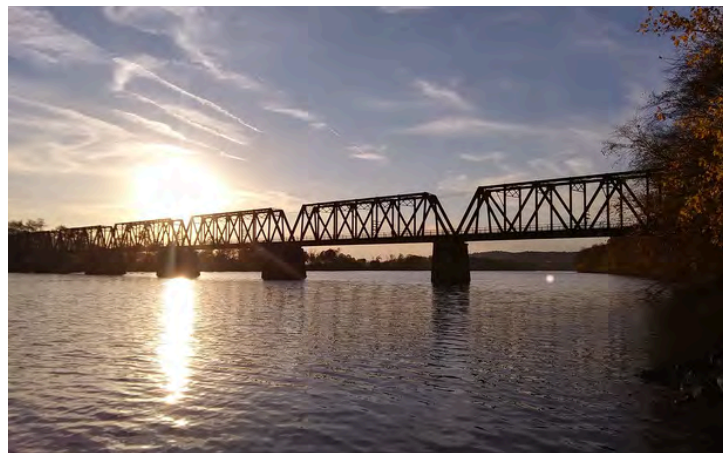
Site Summary

PFBC Linden Access is a developed river access site that includes a paved parking lot with 47 spaces (including 2 ADA-designated spaces), a passenger loading zone, a concrete boat ramp, floating dock with gangway, and a seasonal portable restroom. It functions as a high-capacity, utilitarian launch with solid infrastructure but limited accessibility features.

The site offers a generally favorable base for accessibility. ADA parking spaces are appropriately sized with compliant slopes, and a paved route connects parking to the launch over approximately 200 feet. This route is firm, stable, and free of major barriers, supporting independent mobility.

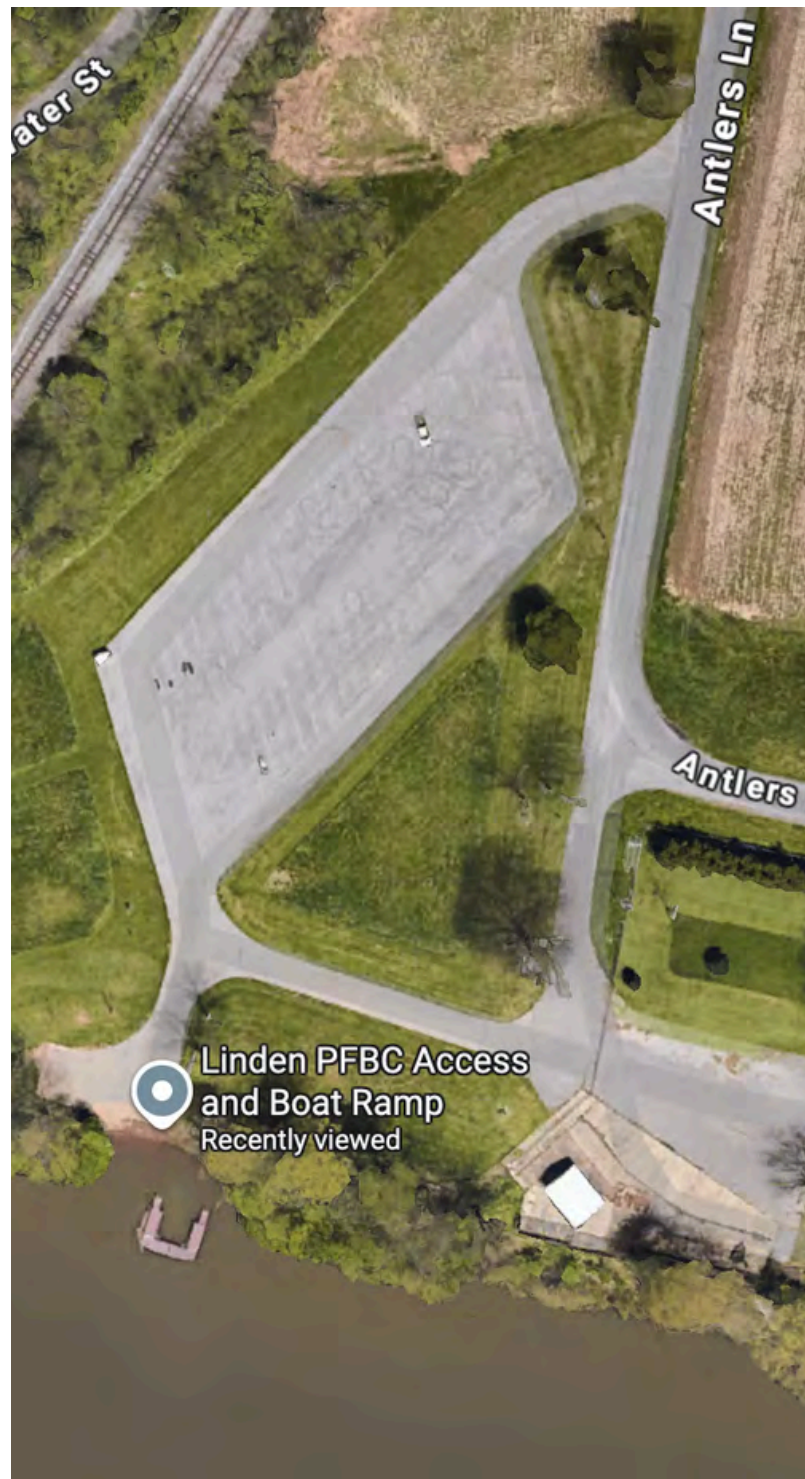
At the water, the ramp and dock system provide a functional access point. The gangway slope is within acceptable limits, and the dock allows for maneuvering. However, key limitations include the absence of handrails on the gangway, a transition plate that exceeds ideal slope and lacks a landing, no adaptive canoe/kayak launch system, and debris at the water's edge that may impact safety and usability.

Parking accessibility is incomplete, as ADA spaces lack proper signage and a van-accessible designation. Restroom access is also limited, with only a seasonal portable unit that does not appear ADA-compliant and no defined accessible route.



Amenities are minimal, and existing signage does not highlight accessibility features, though lighting is present and supports safety.

Overall, PFBC Linden Access can be considered moderately ADA-accessible. Targeted improvements—particularly to water access infrastructure, parking signage, and restroom accommodations—would significantly enhance accessibility and support more inclusive use.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Install ADA parking signage	Add compliant signage, including van-accessible designation
	Add handrails to gangway	Improve safety and accessibility for users accessing the dock
	Improve transition plate	Reduce slope and/or add a landing to meet ADA best practices
	Remove debris at water entry	Establish routine maintenance to improve safety and usability
Medium (1–3 years)	Install adaptive canoe/kayak launch system	Provide independent water access for users with mobility impairments
	Upgrade restroom to ADA-compliant unit	Replace or retrofit portable restroom to meet ADA standards
	Construct accessible route to restroom	Provide firm, stable, clearly defined path from parking area
Long-Term	Upgrade dock and boarding infrastructure	Bring dock, gangway, and transitions into closer ADA alignment
	Improve overall site circulation	Enhance connectivity between parking, launch, and support amenities
Early Implementation Opportunities	Improve wayfinding and signage	Clearly identify accessible routes and features
	Routine maintenance program	Address debris, surface conditions, and minor hazards regularly
	Mark accessible routes	Use low-cost methods to define paths and improve usability



Jersey Shore Public River Access

Front St, Jersey Shore, PA 17740 | River Mile: 55.6, River Left | Owner: Jersey Shore Borough



Site Summary

Jersey Shore Public River Access is a moderately developed municipal river access featuring a paved launch area, concrete boat ramp, floating dock, and multiple parking areas. While the site includes several accessibility elements, its layout and infrastructure create notable challenges for consistent and independent use.

Parking is distributed across three separate areas, including a launch-area lot, an upper boat trailer lot, and a larger park/overflow lot across the street. A total of four ADA-designated spaces are provided; however, only two are located near the launch, while the van-accessible spaces are located in the park lot across the road. This fragmented configuration, combined with slightly excessive slopes ($\sim 2.47^\circ$), inconsistent signage, and occasional flooding at the launch-area spaces, reduces usability and creates potential safety concerns for users with mobility impairments.

Accessible routes are generally favorable in surface and slope. The route from the launch-area parking to the ramp is short (~ 110 feet) and paved, while the route from the park lot is significantly longer (~ 690 feet) and requires crossing a roadway. Although technically traversable, the reliance on distant accessible parking limits convenience and independence.

At the water, the site includes a concrete boat ramp and floating dock; however, the ramp is steep ($\sim 16.5^\circ$) and the shoreline is rocky and uneven. No adaptive canoe/kayak launch system is provided, limiting independent water access for individuals with mobility impairments. There appears to have been an ADA-accessible parking spot at the water in the past, but it is no longer clearly defined due to seasonal flooding.

A seasonal portable restroom is present but not available for public use, meaning the site effectively lacks accessible restroom facilities. Site amenities are minimal, and while lighting and informational signage are present, there is limited wayfinding and no clearly identified accessible features.

Key barriers include the distribution and location of ADA parking, lack of accessible restroom access, steep ramp conditions, and absence of adaptive launch infrastructure.

Overall, Jersey Shore Public River Access can be characterized as moderately ADA-accessible with notable gaps. The site has a solid foundation but would benefit significantly from improvements to parking proximity, wayfinding, and accessible water access to better support inclusive recreational use.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Redefine ADA parking near launch	Ensure the one ADA parking spot at the launch is clearly defined; repaint lines seasonally, monitor for maintenance.
	Install consistent ADA signage	Ensure all parking areas include proper ADA and van-accessible signage
	Improve parking striping and slopes	Re-stripe ADA spaces and adjust slopes where feasible to meet ADA standards
	Address flood-prone ADA spaces	Improve drainage or relocate spaces to maintain usability
Medium (1–3 years)	Install adaptive canoe/kayak launch system	Enable independent water access for users with mobility impairments
	Improve shoreline and ramp interface	Stabilize shoreline and improve transition from ramp to water
	Provide ADA-accessible restroom	Install or designate a publicly accessible ADA-compliant restroom
	Improve pedestrian connection between parking areas	Enhance safety and accessibility for users crossing between lots
Long-Term	Reconfigure parking layout	Consolidate accessible parking closer to launch for improved usability
	Upgrade dock and launch infrastructure	Enhance dock features and transitions to better meet ADA best practices
	Integrate accessibility into site planning	Include ADA improvements in long-term municipal capital plans
Early Implementation Opportunities	Improve wayfinding signage	Add roadway and on-site signage directing users to accessible features
	Designate preferred accessible parking	Clearly identify best available accessible spaces with temporary measures
	Routine maintenance	Address debris, surface wear, and minor hazards to improve usability



PFBC Pine Creek Access

Old Riverview Rd, Lock Haven, PA 17745 | River Mile 61.9, River Right | Owner: Wayne Township



Site Summary

PFBC Pine Creek Access is a moderately developed river access. The site includes a paved parking area, concrete boat ramp, pavilion with picnic tables, and seasonal restroom facilities. While some accessible features are present, overall accessibility is limited by poor connectivity and non-compliant amenities.

The site includes 21 paved parking spaces, with one ADA-designated space that meets slope requirements ($\sim 1.08^\circ$). However, there is no ADA signage, van-accessible designation, or passenger loading zone, reducing usability.

The accessible route to the boat ramp is short (~ 67 feet), paved, and generally compliant. In contrast, the route to the restroom (~ 355 feet) exceeds ADA slope limits ($\sim 10.05^\circ$), includes mixed and uneven surfaces, and is not accessible.

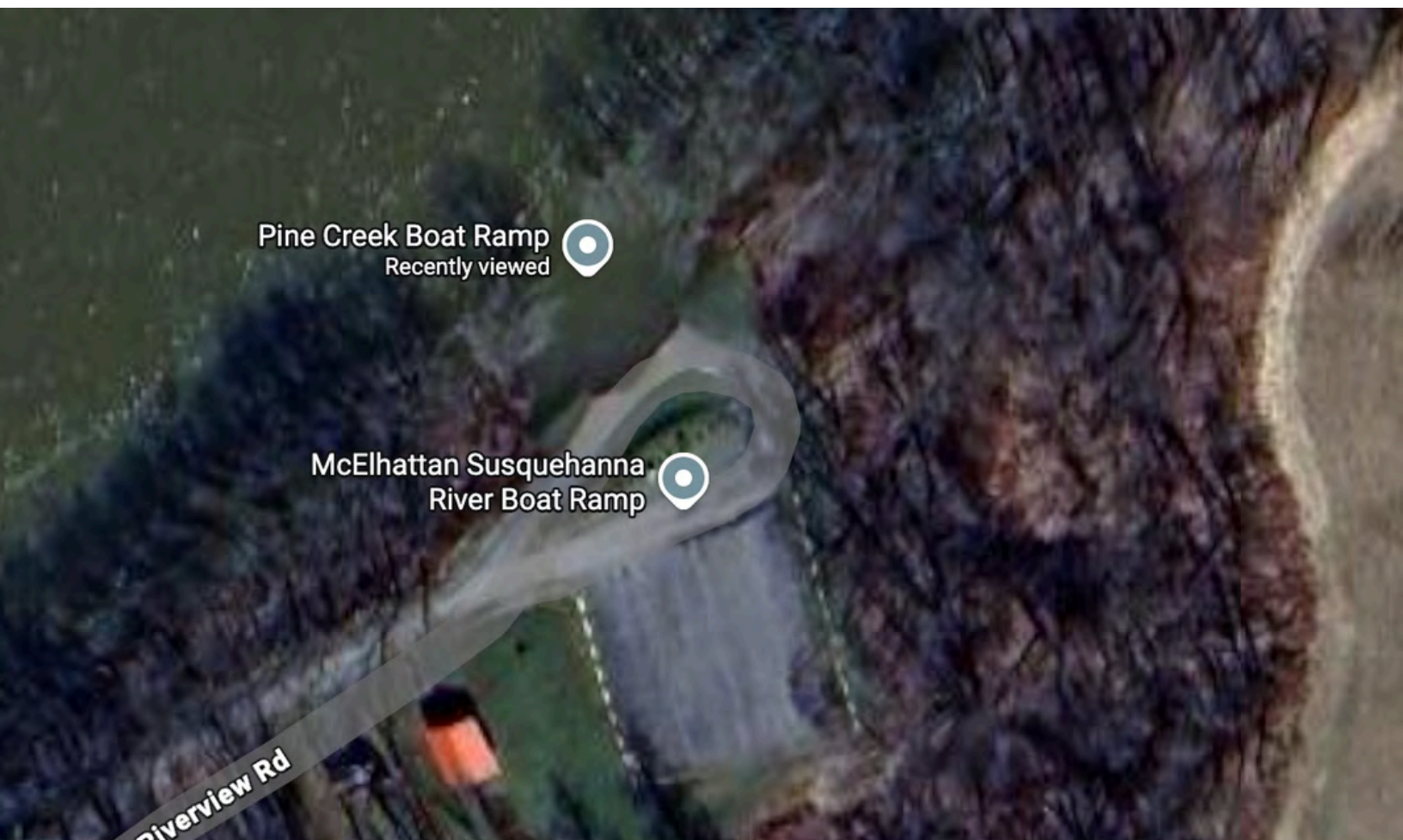
The concrete boat ramp (slope $\sim 9.1^\circ$, width 25 feet) provides basic access, but the lack of a dock or adaptive launch system limits independent use. The rocky shoreline further reduces accessibility at the water's edge.

Access routes to the restroom facilities are steep and uneven, entrances include steps, and no accessible stalls are documented, making restroom use difficult for many users. (This study only evaluates exterior routes and does not include determination of ADA compliance inside the restrooms.)

A pavilion with six picnic tables is present, but there is no ADA-compliant route connecting these amenities, making them inaccessible. The site also lacks additional amenities such as water fountains and accessible signage.

Key barriers include limited accessible parking features, non-compliant restroom access, lack of accessible routes to amenities, and absence of adaptive water access infrastructure.

Overall, PFBC Pine Creek Access is minimally to moderately ADA-accessible. While the boat ramp is relatively accessible, significant improvements—particularly to routes, restrooms, and water access—are needed to support inclusive and independent use.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Improve accessible route to restroom	Reduce slope, stabilize mixed surfaces, and create a firm, continuous ADA-compliant path.
	Upgrade restroom facilities	Replace or retrofit portable/pit restrooms to meet ADA standards; address steep entrance slope and lack of accessible path.
	Install ADA parking signage	Add clear signage for ADA space, including van-accessible designation where feasible.
	Address surface barriers	Repair cracks, remove upheavals (>1”), and improve transitions between pavement and grass.
Medium (1–3 years)	Install accessible dock or launch system if feasible	Add floating dock and/or adaptive canoe/kayak launch system to support independent access.
	Construct accessible route to pavilion	Provide ADA-compliant connection to picnic tables and pavilion area.
	Upgrade picnic tables	Install ADA-compliant tables with appropriate height and wheelchair pull-in space.
	Add passenger loading zone	Designate and stripe accessible loading/unloading area near launch.
Long-Term	Regrade site circulation	Improve overall slopes and transitions across the site for better accessibility.
	Enhance site connectivity	Improve integration between parking, launch, restrooms, and pavilion.
	Expand accessible amenities	Consider adding accessible seating, shade, and other inclusive features.
Early Implementation Opportunities	Improve wayfinding signage	Add directional signage to accessible routes, restrooms, and launch.
	Routine maintenance	Remove debris, maintain surfaces, and improve general site conditions.
	Define accessible routes	Use striping or signage to clearly indicate best accessible paths.
	Minor grading improvements	Address small slope issues and surface inconsistencies along travel paths.

Lock Haven Memorial Park

E Water St, Lock Haven, PA 17745 | River Mile 69.0, River Right | Owner: City of Lock Haven



Site Summary

Lock Haven Memorial Park Access is a minimally developed municipal river access site with limited accessibility infrastructure. The site includes a small, paved parking area (13 spaces) with one ADA-designated space, informal river access, and scattered amenities. There is no formal boat ramp, dock, or restroom facility, and overall site development is low.

Accessible parking meets slope requirements ($\sim 1.67^\circ$) and includes access aisles; however, striping is faded, no ADA signage is present, and there is no van-accessible designation. While the parking space is functional, these deficiencies reduce compliance and visibility.

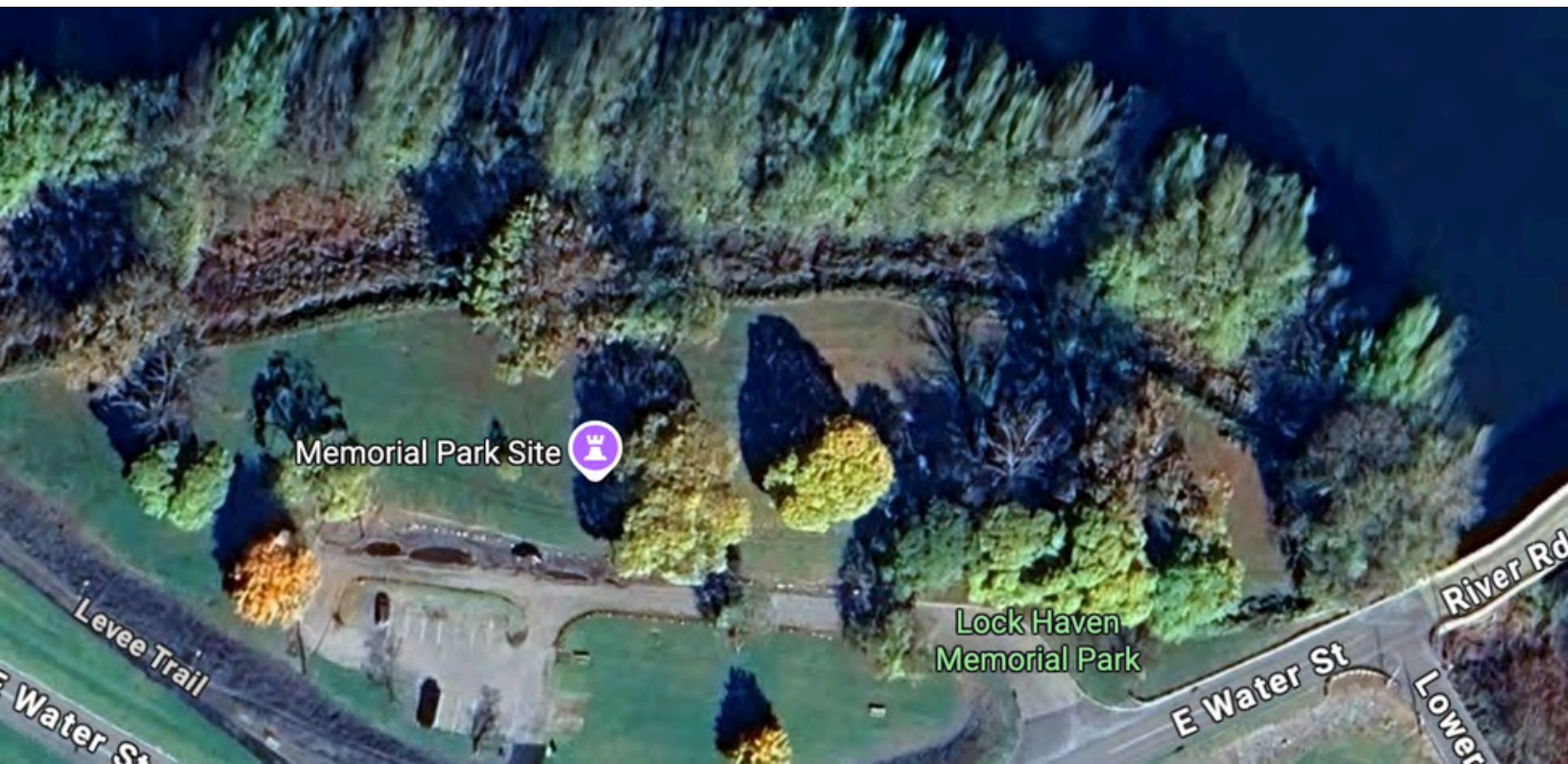
The primary barrier at the site is the lack of an accessible route to the river. The path extends approximately 669 feet and consists of mixed surfaces (pavement, stone, dirt), with abrupt changes greater than 1 inch and no defined or stabilized pathway. As a result, individuals with mobility impairments would likely be unable to independently reach the water.

There is no formal boat launch, dock, or boarding

structure. River access occurs via a muddy, rocky shoreline that is overgrown and covered with debris such as driftwood. These conditions are unstable and hazardous, making independent water entry infeasible.

No restroom facilities are provided, further limiting the usability and duration of site visits. While approximately nine picnic tables are present, only one near the parking area is accessible; the remainder lack ADA-compliant routes. Additional amenities are limited, and there is no signage indicating the location of the river access point or directing users through the site. Overall, Lock Haven Memorial Park Access is best characterized as minimally ADA-accessible.

Although an ADA parking space is provided, the absence of a compliant route to the river, lack of accessible water entry infrastructure, and limited site amenities create significant barriers to independent use. Targeted improvements—particularly the development of a defined accessible route, shoreline stabilization, and the addition of formal launch infrastructure—would substantially improve accessibility and support more inclusive recreational use.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Establish ADA-compliant route to river	Construct a defined, firm, stable, and slip-resistant pathway from parking to river (~669') to eliminate barriers and improve independent access.
	Improve ADA parking compliance	Re-stripe ADA space and access aisles; install ADA signage and consider adding van-accessible designation.
	Shoreline clearing and stabilization	Remove debris (driftwood, vegetation) and improve immediate water entry conditions for safer access.
Medium (1–3 years)	Construct accessible launch infrastructure	Install a formal boat ramp and/or floating dock system to support safer and more inclusive water access.
	Install adaptive canoe/kayak launch	Provide specialized launch equipment to improve independent access for users with mobility impairments.
	Improve access to seating areas	Develop ADA-compliant routes to additional picnic tables and upgrade tables where needed.
	Add wayfinding signage	Install signage directing users to river access points and identifying accessible routes.
Long-Term	Reconsider site layout	Redesign circulation to better connect parking, river access, and amenities with accessible pathways.
	Expand accessible amenities	Increase number of ADA-accessible seating areas and enhance overall recreational infrastructure.
Early Implementation Opportunities	Routine maintenance	Regularly remove debris, manage vegetation, and improve surface conditions along informal paths.
	Temporary route designation	Use markings or signage to identify the most accessible path of travel where feasible.
	Improve visibility of accessible features	Enhance awareness of ADA parking and accessible seating near the parking area.



Woodward Township Access & Boat Ramp - Swissdale or Lockport Recreation Area Access

Swissdale Rd, Lock Haven, PA 17745 | River Mile 69.8, River Left | Owner: Woodward Township



Site Summary

Lockport Recreation Area Access is a well-developed municipal river access site that provides one of the stronger foundations for accessibility among evaluated locations. The site includes two paved parking areas totaling 56 spaces, a concrete boat ramp, dock, restroom building, and a range of supporting amenities.

Accessible parking is distributed across both lots, with a total of five ADA-designated spaces. The smaller upper lot contains one ADA space, while the larger main lot includes four ADA spaces, two of which are van-accessible. Parking areas are generally well-designed, with appropriate striping, access aisles, and a designated loading zone; however, minor issues such as slightly excessive slopes and low-mounted signage reduce full ADA compliance.

Accessible routes from parking to the boat ramp and dock are paved, direct, and relatively short (approximately 98 to 257 feet), allowing for independent movement throughout the core launch area. These routes represent a strong aspect of overall site accessibility.

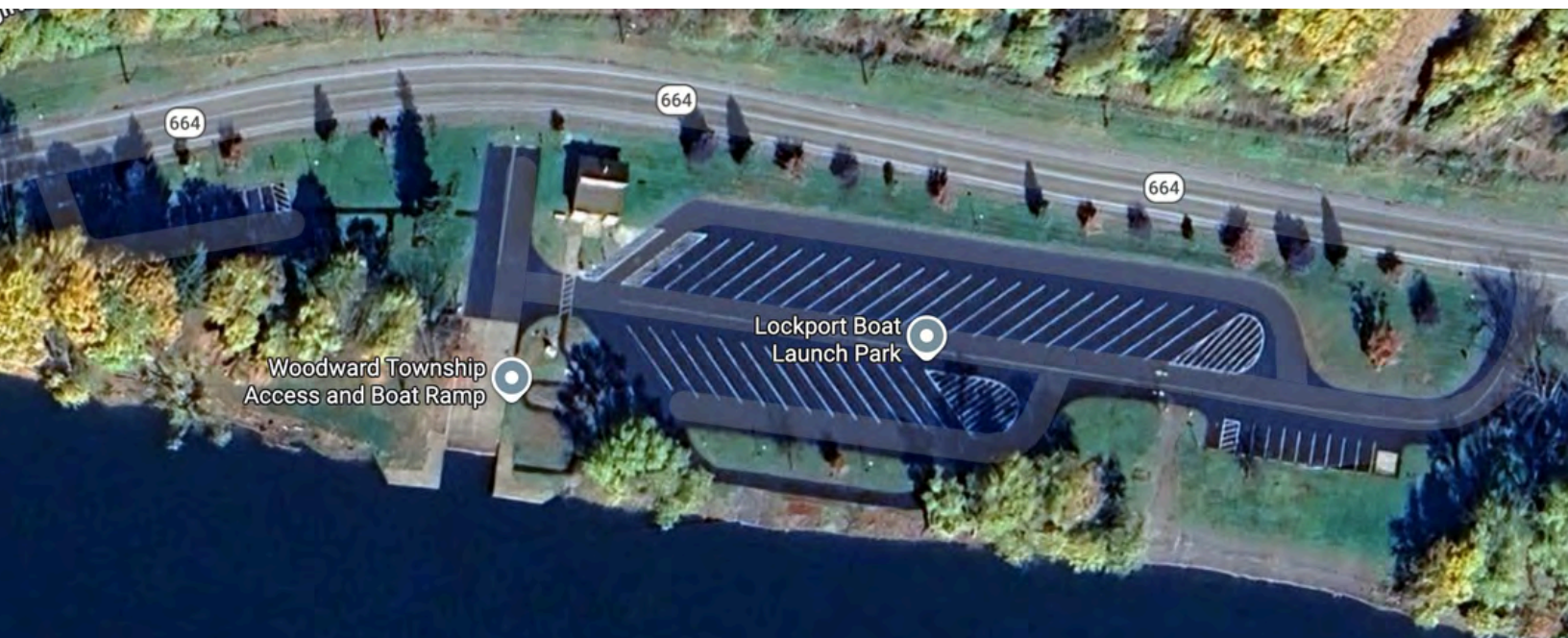
Water access is supported by a wide concrete boat ramp and a fixed dock. The ramp slope is moderate and usable, and the water conditions

are favorable, with deep, slow-moving water that supports launching activities. However, the absence of handrails on the gangway and lack of an adaptive canoe/kayak launch system limit full independent use for individuals with mobility impairments.

A permanent restroom facility is present and connected by an accessible route, but it is currently closed for renovations, temporarily limiting site usability. Once reopened and confirmed as ADA-compliant, this facility has the potential to significantly enhance accessibility.

Additional amenities include benches, lighting, trash receptacles, and informational signage. While these features support general recreational use, not all are confirmed to meet ADA standards, and wayfinding signage from the roadway is limited.

Overall, Lockport Recreation Area Access can be characterized as moderately to highly ADA accessible. The site benefits from strong infrastructure, accessible circulation between features, and ample parking; however, targeted improvements—particularly the addition of gangway handrails, adaptive launch features, and minor parking and signage upgrades—would further enhance accessibility and support fully inclusive, independent use.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Install gangway handrails	Add handrails to improve safety and support independent access to the dock.
	Adjust ADA parking signage height	Raise signage to meet ADA standards and improve visibility.
	Address minor parking slope issues	Regrade or restripe ADA spaces where slopes exceed recommended limits.
Medium (1–3 years)	Install adaptive canoe/kayak launch	Provide specialized launch equipment to support independent water access.
	Reopen and upgrade restroom facility	Ensure restroom renovations meet ADA standards and are fully accessible.
	Upgrade site furnishings	Evaluate benches, trash cans, and other amenities for ADA compliance and replace as needed.
Long-Term	Enhance site-wide accessibility integration	Improve connectivity between parking areas, launch, restrooms, and amenities.
	Improve wayfinding infrastructure	Install clear directional signage from roadway and within site to accessible features.
Early Implementation Opportunities	Improve signage visibility	Enhance clarity of ADA parking, routes, and accessible features.
	Routine maintenance	Maintain pavement, remove minor hazards, and ensure clear access routes.
	Mark accessible routes	Use striping or signage to clearly define accessible paths of travel.



Baker Run Canoe Access

5972 Renovo Rd, Mill Hall, PA 17751 | River Mile: 83.1, River Right | Owner: DCNR Bureau of Forestry



Site Summary

Baker Run Canoe Launch is a minimally developed river access site characterized by a gravel/stone parking area, informal circulation routes between features, and limited infrastructure. The site includes approximately 8 defined parking spaces (with potential for overflow), a single ADA-designated space, a basic boat ramp, and vault restroom facilities. A small camping area and picnic tables are also present; however, these amenities lack accessible connections. Overall, the site functions as a rustic access point with very limited ADA accessibility.

Accessible parking is technically provided, but it is limited to one space on a gravel/stone surface with a slope slightly exceeding ADA recommendations ($\sim 2.41^\circ$). While signage is present, the lack of a firm, stable, and clearly defined parking layout reduces usability. No passenger loading zone is available, and the informal nature of the lot further complicates access for individuals with mobility impairments.

The route from parking to the launch (~ 305 feet) consists of mixed dirt, stone, and uneven terrain with abrupt changes greater than 1 inch. This route does not meet ADA standards and presents a significant barrier to independent access. Similarly, the path to the restroom—though shorter—travels over uneven stone and grass surfaces, limiting accessibility despite an acceptable slope.

Water access is one of the most significant barriers at the site. The boat ramp is narrow ($\sim 10'4''$) and transitions into a shallow, rocky riverbed with large exposed stones, accumulated debris, and overgrown vegetation. While the ramp itself is in serviceable condition, the surrounding shoreline is unstable and uneven, making independent water entry difficult or unsafe for users with mobility impairments. No dock or adaptive launch infrastructure is present.

Vault restrooms are available and include accessible stalls; however, access is hindered by uneven approaches and limited verification of fully compliant features. Additionally, door operation and other usability factors may present challenges. Picnic tables and the adjacent camping area are not ADA-accessible due to the absence of compliant routes and appropriate clear floor space.

Key barriers at Baker Run include the lack of a stable accessible route to the launch and amenities, poor shoreline and water entry conditions, limited accessible parking infrastructure, and non-compliant access to site features such as picnic tables and the camping area.

Overall, Baker Run Canoe Launch is best characterized as minimally ADA accessible. While some elements—such as designated parking and restroom facilities—exist, they are not supported by compliant routes or site connectivity. Substantial improvements to pathways, water access infrastructure, and site organization would be required to provide safe and inclusive access for



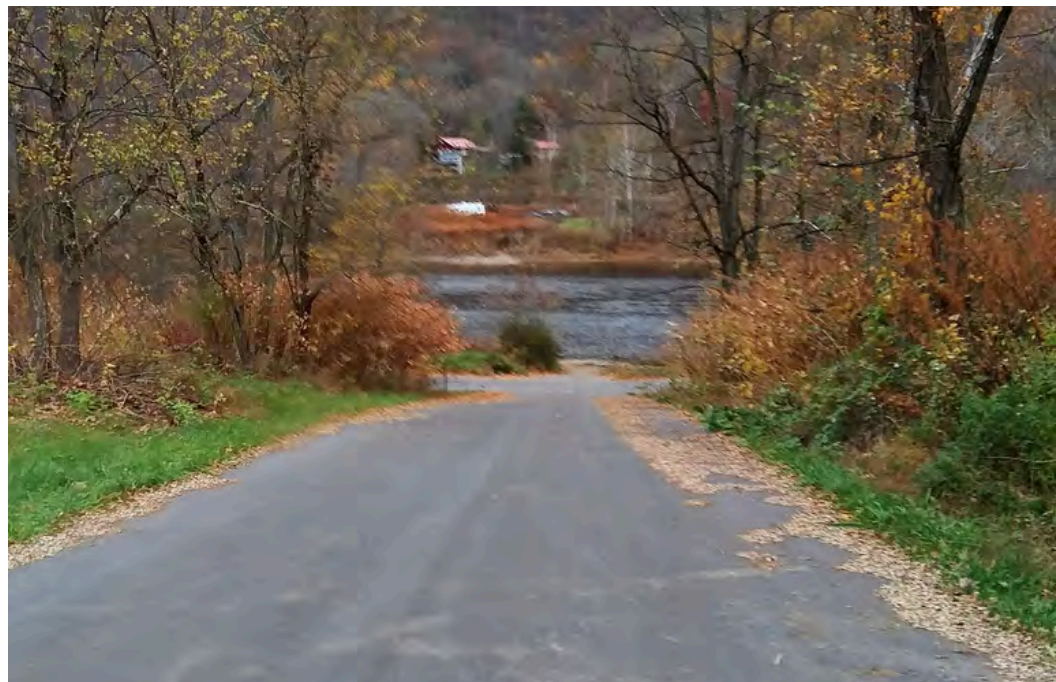
Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Stabilize ADA parking space and access aisle	Compact and stabilize the stone surface to create a firmer, more stable parking area suitable for mobility device deployment.
	Create defined accessible route from parking to ramp	Construct a firm, stable pathway along the 305' corridor connecting the ADA parking space to the launch area.
	Remove abrupt surface changes along primary path	Address elevation changes greater than 1 inch to improve mobility device navigation and reduce tripping hazards.
	Address restroom entrance barrier	Install a small ramp or grade transition at the vault restroom entrance to eliminate the step and improve accessibility.
	Update ADA parking striping and markings	Clearly mark the accessible parking space and access aisle with painted striping to define the area and improve visibility.
	Update ADA parking signage	Replace or update signage with the International Symbol of Accessibility to clearly identify the designated accessible space.
Medium (1–3 years)	Install stabilized launch pad or transfer platform	Provide a firm surface near the water to assist with safer transfers when launching small watercraft.
	Evaluate adaptive features at kayak/canoe launch	Consider options for improving independent paddling access for users with mobility impairments.
	Improve grading and surface consistency along access route	Regrade and stabilize the route to maintain consistent slopes and improve durability of the accessible pathway.
	Upgrade picnic table to ADA-compliant configuration	Replace the existing picnic table with an ADA-accessible model installed on a firm pad connected to the accessible route.
Long-Term	Reconstruct ramp edge for lateral transfer zone	Modify ramp edges to create a safer, more stable transfer area for paddlers entering or exiting boats.
	Integrate accessibility improvements into DCNR capital planning	Include accessibility upgrades in long-term facility improvement planning and budgeting.
Early Implementation Opportunities	Regrade and compact pathway corridor	Conduct minor grading and compaction to improve route stability before larger upgrades occur.
	Add edge markers or visual wayfinding	Install simple visual guides along the path to help visitors identify the primary route to the launch.
	Replace picnic table with accessible model	Install an accessible picnic table even before full pathway upgrades occur.
	Improve signage identifying ADA parking and route	Add clear signage directing visitors from accessible parking to the launch area and other amenities.



Hyner Access and Boat Ramp

89F7+9H, North Bend, PA 17760 | River Mile: 90.8, River Right | Owner: PA Fish & Boat Commission, leased/controlled by Chapman Township of Clinton County



Site Summary

Hyner Access is a minimally developed river access site along the West Branch Susquehanna River. The site includes an open paved parking area, a concrete boat ramp, limited signage, and a seasonal portable restroom. No formal amenities or dedicated accessibility features are present.

Accessibility is significantly limited across the site. There are no designated ADA parking spaces, striping, or signage, creating a major barrier at the point of entry. Although the distance from parking to the ramp is short (approximately 47 feet), the route includes vertical changes greater than 1 inch, preventing full accessibility for individuals with mobility impairments.

The boat ramp is steep (~19.6°) and narrow (8'4"), and there is no dock, gangway, or adaptive launch system. These conditions, combined with a rocky and eroded shoreline, make independent water access difficult or unsafe for many users.

Restroom access is also limited. A seasonal portable restroom is located approximately 773 feet from the launch, connected by a route that includes grass, uneven surfaces, and excessive slopes. The restroom is unlikely to meet ADA standards and is not readily accessible.

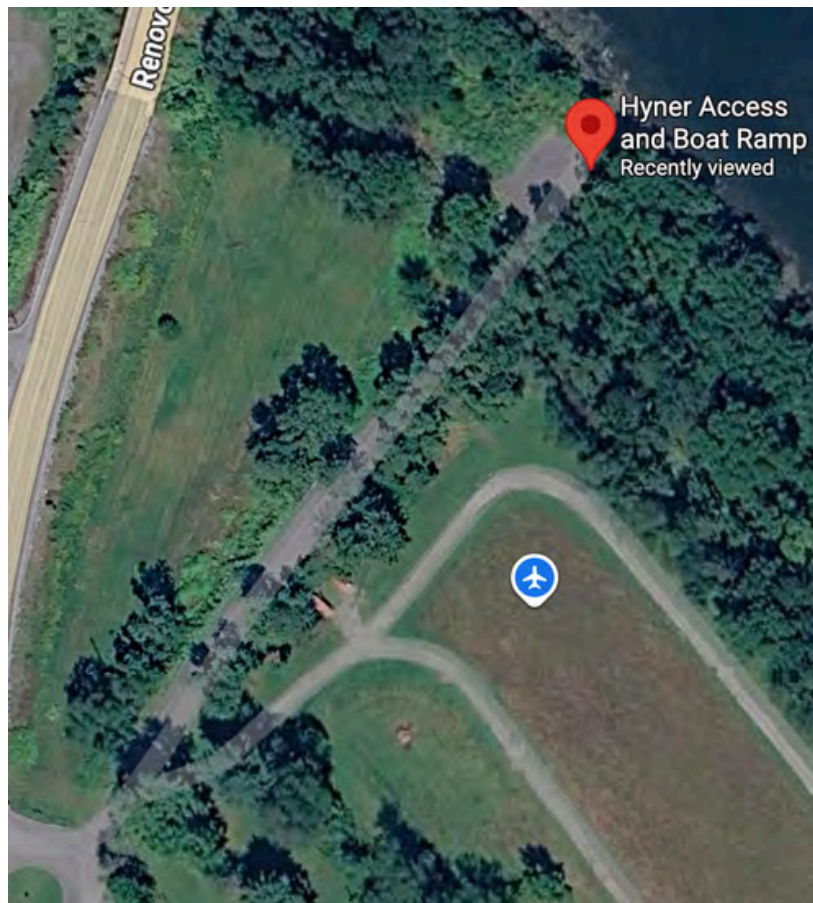
The site lacks amenities such as picnic tables, lighting, and accessible furnishings, further limiting its usability for inclusive recreation.

Key barriers include the absence of ADA-compliant parking, inaccessible routes, a steep and narrow ramp, lack of boarding infrastructure, and limited restroom accessibility.

Recommended improvements include establishing ADA-compliant parking and signage, improving accessible routes, and stabilizing site surfaces.

Medium- to long-term upgrades should focus on installing an accessible dock and adaptive launch system, improving restroom access, and formalizing site layout and circulation.

Overall, Hyner Access is best characterized as minimally ADA accessible, with several high-priority improvements needed to support safe and independent use for individuals with disabilities.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Establish ADA-compliant parking	Create at least one properly sized ADA space with access aisle in paved lot
	Install ADA signage	Include International Symbol of Accessibility and van-accessible designation
	Improve accessible route to ramp	Remove vertical barriers (>1") and smooth transitions
	Define/stabilize path of travel	Ensure firm, stable, slip-resistant surface from parking to launch
Medium (1–3 years)	Install accessible dock/gangway if feasible	Provide stable boarding access to water
	Add adaptive launch system if feasible	Install canoe/kayak launch for independent use
	Improve shoreline conditions	Stabilize and reduce erosion at water entry point
	Upgrade restroom accessibility	Provide ADA-compliant portable unit or improve access route
Long-Term	Formalize parking layout	Add striping, circulation, and defined spaces
	Regrade site as needed	Address slopes to improve overall accessibility
	Integrate accessibility into site design	Incorporate ADA features into future improvements
Early Implementation Opportunities	Temporary accessible parking designation	Use signage or markings as interim solution
	Routine maintenance	Remove debris, smooth surfaces, maintain access points
	Improve wayfinding signage	Clearly identify access routes and key features
	Address minor grading issues	Make small surface improvements along travel paths



PFBC North Bend Access & Boat Ramp

89F7+9H, North Bend, PA 17760 | River Mile: 94.6, River Left | Owner: PA Fish & Boat Commission, leased/controlled by Chapman Township of Clinton County



Site Summary

PFBC North Bend Access is a lightly developed river access site along the West Branch Susquehanna River. The site includes a stone parking area, a concrete boat ramp, minimal signage, and a single bench, with no restroom facilities or formal amenities. Overall, the site functions as a basic, low-capacity launch with limited infrastructure.

Accessibility at the site is constrained by several key factors. While an ADA-designated parking space is indicated by signage, the parking area is unmarked and lacks striping or a defined access aisle. Although the slope of the parking area is within acceptable limits, the absence of clear markings reduces usability and compliance.

The route from the parking area to the boat ramp is relatively short (approximately 80 feet), but the loose stone surface is not firm or stable, creating challenges for individuals with mobility impairments. While no major vertical barriers are present, the surface condition alone limits independent access.

The boat ramp presents additional accessibility challenges. With a steep slope (~18.7°), it is difficult to navigate, and there is no dock, gangway, or adaptive launch system to assist with boarding.

Water access is further complicated by a steep, rocky shoreline with uneven terrain, making independent entry unsafe or impractical for many users.

No restroom facilities are available at the site, which limits usability, particularly for longer visits. Site amenities are minimal, consisting only of basic signage and a single bench, with no accessible recreational features such as picnic tables or water fountains.

Key barriers include the lack of defined ADA parking, unstable travel surfaces, a steep boat ramp, absence of boarding infrastructure, and overall limited site development. Recommended improvements include formalizing accessible parking, stabilizing and defining accessible routes, and installing an accessible dock or adaptive launch system.

In its current condition, PFBC North Bend Access is best characterized as minimally ADA accessible. While it provides basic river access, significant improvements are needed to support safe, independent, and inclusive use for individuals with disabilities.



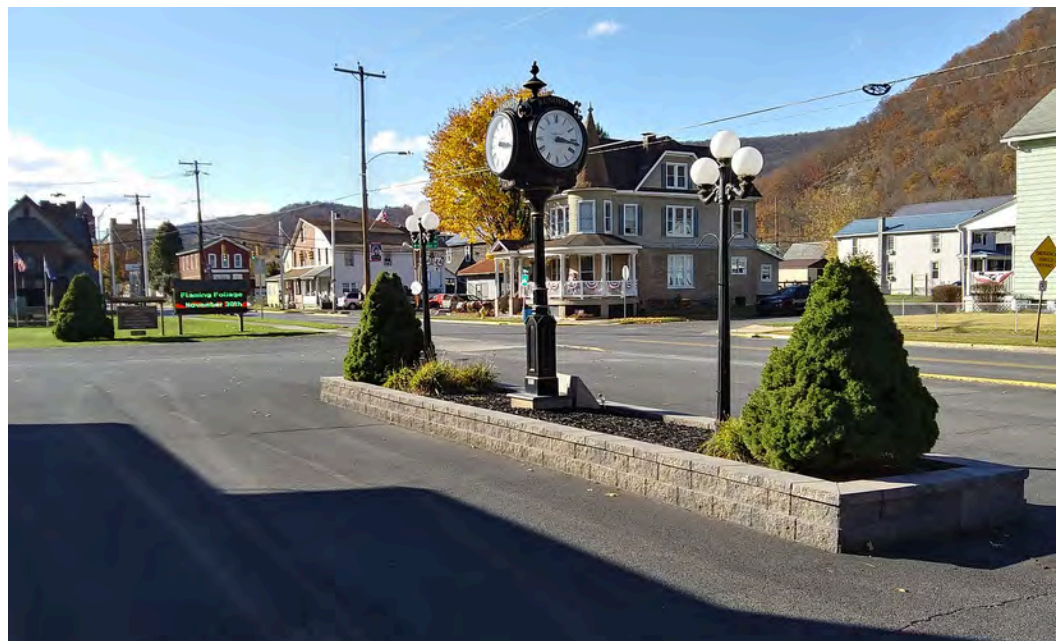
Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Stripe and designate ADA parking space	Clearly mark accessible space with compliant dimensions and access aisle
	Install ADA signage	Include International Symbol of Accessibility and ensure visibility
	Stabilize parking and route surfaces	Compact or treat stone surface to create firm, stable, slip-resistant conditions
	Define accessible route to ramp	Establish clear, continuous path from parking to launch
Medium (1–3 years)	Install accessible dock/gangway if feasible	Provide stable boarding access to water
	Add adaptive canoe/kayak launch system if feasible	Improve independent water access for users with disabilities
	Stabilize shoreline	Reduce erosion and create safer water entry conditions
Long-Term	Pave or upgrade parking area	Improve long-term accessibility and durability
	Regrade site as needed	Address slope and drainage issues affecting accessibility
	Integrate accessibility into site planning	Incorporate ADA improvements into future upgrades
Early Implementation Opportunities	Improve signage clarity	Enhance visibility and wayfinding for users
	Routine maintenance	Address erosion, loose stone, and surface inconsistencies
	Informally designate accessible space	Use temporary markings or signage until permanent upgrades are completed



Pennsylvania State Flaming Foliage Access

Huron Avenue, Renovo, PA | River Mile: 97.4, River Left | Owner: PA State Flaming Foliage Festival, Inc.



Site Summary

The Pennsylvania State Flaming Foliage Access is a moderately sized river access site that provides a concrete parking area, informal river access, and a pavilion with picnic tables. Despite these features, the site lacks key infrastructure needed to support ADA accessibility, including a formal boat ramp, dock, and accessible restroom facilities.

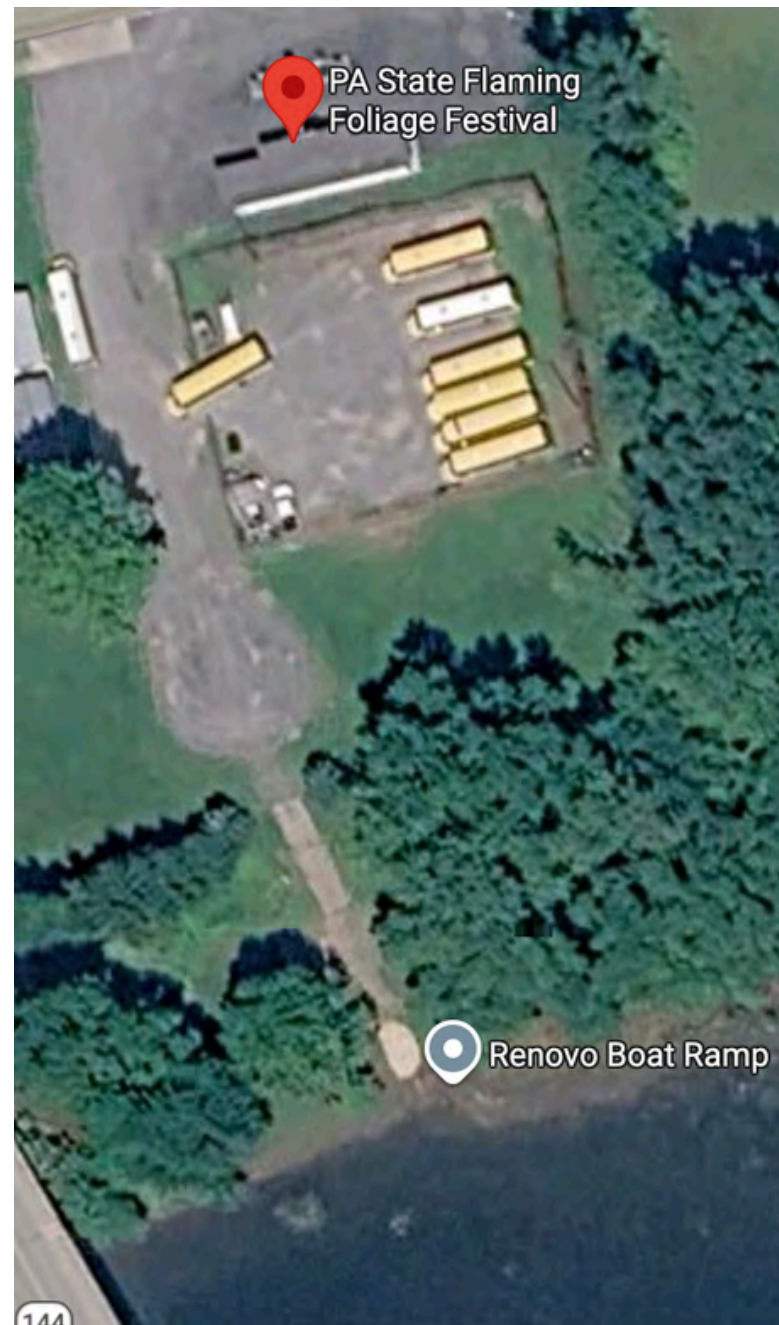
Accessible parking is technically present, with two designated spaces; however, these spaces are not clearly marked or signed and exceed recommended slope limits. The absence of ADA signage, striping, and van-accessible designation significantly reduces usability and compliance. While the parking lot itself is spacious, these deficiencies create barriers at the primary point of entry.

The route from parking to the launch area is relatively long (approximately 279 feet) and consists of mixed surfaces, including concrete, stone, and grass. Although generally passable, the lack of a consistently stable and clearly defined accessible pathway limits independent use. A similar condition exists for access to the restroom area, which is located off-site and appears to be locked and not intended for public use.

Water access is a major limitation at this site. There is no formal boat ramp or dock, and the shoreline consists of large, uneven rocks with extremely shallow water conditions. These features make it difficult to navigate on foot and effectively unusable for individuals with mobility impairments. The absence of any adaptive canoe/kayak launch system further restricts accessibility.

The pavilion and three picnic tables provide some recreational value; however, they are not ADA compliant and lack a clearly defined accessible route. Additional amenities are minimal, and while general signage and lighting are present, there is little to no accessibility-focused information or wayfinding.

Overall, Pennsylvania State Flaming Foliage Access is best characterized as minimally ADA accessible. While the site benefits from a concrete parking area and basic amenities, significant barriers—including non-compliant parking, lack of accessible routes, absence of restroom access, and poor shoreline conditions—limit independent and inclusive use. Substantial improvements to parking, pathways, and water access infrastructure would be required to meet basic ADA standards and enhance usability for individuals with disabilities.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Install ADA-compliant parking signage	Add proper ADA signage to clearly designate accessible spaces and improve compliance and visibility.
	Reconfigure and restripe ADA parking spaces	Ensure spaces meet dimensional standards, improve striping visibility, and address excessive slope (~4.12°).
	Stabilize and improve accessible route to water	Address mixed and uneven surfaces along the route (~278'), ensuring a firm, stable, and slip-resistant path.
	Improve launch area surface conditions	Remove large rocks and debris at shoreline to create a safer, more accessible water entry point.
	Provide accessible restroom option	Replace or supplement existing locked/non-ADA portable restroom with an ADA-compliant, publicly accessible unit.
Medium (1–3 years)	Construct formal accessible boat launch	Improve ramp conditions and consider a more defined, stable launch surface to support safer use.
	Install adaptive canoe/kayak launch system	Consider specialized equipment to support independent access for users with mobility impairments.
	Develop ADA-compliant route to pavilion	Ensure continuous accessible connection to pavilion and seating areas.
	Upgrade picnic tables to ADA-compliant models	Ensure proper height, knee clearance, and wheelchair access at tables under pavilion.
Long-Term	Regrade and redesign site circulation	Address overall slope, drainage, and connectivity between parking, launch, restroom, and amenities.
	Expand accessible amenities	Incorporate additional inclusive features such as accessible seating, pathways, and gathering spaces.
	Improve shoreline stabilization	Reduce erosion and improve long-term usability of water access area.
Early Implementation Opportunities	Improve wayfinding and accessibility signage	Add clear signage directing users to accessible parking, routes, and amenities.
	Routine maintenance of surfaces	Remove debris, manage vegetation, and maintain pathways for safer access.
	Clearly define accessible routes	Use markings or temporary improvements to identify accessible paths where feasible.



Ontario Avenue Boat Launch - Renovo or Renovo 5th Street Access

500 Ontario Ave, Renovo, PA 17764 | River Mile: 97.9, River Left | Owner: Renovo Borough



Site Summary

Renovo 5th Street Access is a small municipal river access site with a paved parking area, concrete boat ramp, pavilion, and basic signage. The site provides a modest level of development but lacks several key features needed to support full ADA accessibility, including a dock, restroom facilities, and adaptive launch infrastructure.

Accessible parking is present, with one ADA-designated space that is properly marked and signed; however, the slope slightly exceeds ADA recommendations and there is no van-accessible designation or passenger loading zone. While the parking area itself is functional, these limitations reduce usability for some individuals with mobility impairments.

A key strength of the site is the accessible route from parking to the launch area. The approximately 200-foot path is paved, stable, and free of abrupt vertical changes, allowing most users to travel independently to the river's edge and pavilion area. The pavilion is connected by an ADA-compliant pathway; however, the picnic tables located within it are not ADA-compliant, limiting their usability.

The most significant barrier at the site is water access. The concrete boat ramp is steep (approximately 20.2°) and transitions into a shallow, rocky shoreline with uneven terrain and vegetation. No dock, gangway, or adaptive canoe/kayak launch system is provided. These conditions make independent water entry difficult or unsafe for individuals with mobility impairments and represent a major limitation to overall accessibility.

The site does not provide restroom facilities, further limiting the duration and inclusivity of use. While lighting and general signage are present, there is little accessibility-focused signage or wayfinding to support users with disabilities.

Overall, Renovo 5th Street Access is best characterized as moderately ADA-accessible. While the site benefits from a paved and accessible route and designated parking, significant barriers remain—particularly related to water access, lack of restrooms, and non-compliant amenities. Targeted improvements to launch infrastructure, parking features, and site amenities would greatly enhance accessibility and support more inclusive recreational use.



Recommendations

PRIORITY	IMPROVEMENT	DESCRIPTION / NOTES
High (0–12 months)	Improve water access infrastructure	Evaluate options to address steep ramp conditions (~20.2°), including slope mitigation or alternative launch solutions
	Install adaptive canoe/kayak launch system if feasible	Provide accessible launch feature to support independent water entry
	Stabilize shoreline and remove hazards	Address rocky, uneven conditions and vegetation at water entry
Medium (1–3 years)	Add van-accessible parking designation	Upgrade existing ADA space to include van-accessible signage and dimensions where feasible
	Improve ADA parking slope and striping	Regrade if possible and refresh markings for visibility and compliance
	Install ADA-compliant picnic tables	Replace existing tables under pavilion with accessible models
	Add passenger loading/unloading zone	Provide designated space for safer and more convenient access
	Provide accessible restroom facilities	Install ADA-compliant restroom unit to improve usability and duration of visits
Long-Term	Install accessible dock or boarding structure if feasible	Add dock with potential gangway access to improve water entry options
Early Implementation Opportunities	Improve wayfinding and accessibility signage	Add signage identifying accessible features and routes
	Perform routine maintenance	Remove debris, maintain shoreline, and ensure paved surfaces remain in good condition
	Clearly designate accessible features	Improve visibility of ADA parking, pathways, and accessible routes

Visual Snapshot

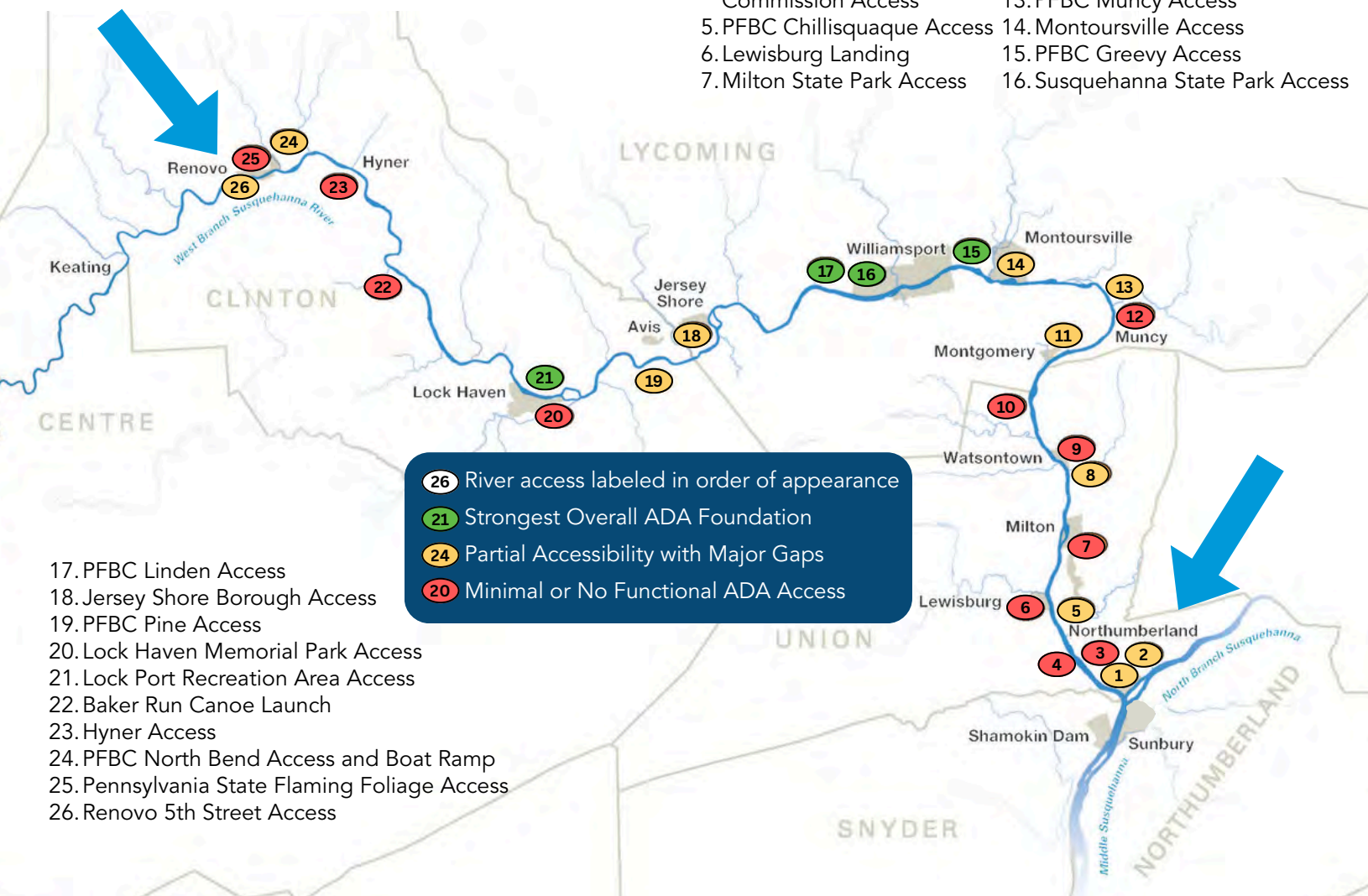
The following classification of sites into Mostly Accessible, Moderately Accessible, and Not Accessible is based on a synthesis of field observations across the corridor, with emphasis on real-world usability rather than isolated ADA features. In other words, the groupings reflect how a visitor would actually experience each site—from arrival to water access—not just whether individual components are technically present.

A key pattern that emerged is the clear rural vs. municipal divide in infrastructure and accessibility conditions.

Rural / PFBC / forestry sites generally exhibit minimal built infrastructure. These locations are more likely to rely on crushed stone or informal parking areas, lack defined circulation routes, and provide few or no supporting amenities. As a result, accessibility at these sites is typically limited or entirely absent without significant capital investment.

In contrast, municipal, park, and DCNR-managed sites tend to offer a stronger baseline of infrastructure, including paved or more formalized parking areas and shorter distances between site features. However, even these sites frequently fall short in key ADA areas—particularly in parking compliance, continuous accessible routes, and fully accessible water entry systems.

Overall, the distinction is not simply about site ownership, but about development intensity and system connectivity. Municipal sites often present the highest potential for achieving meaningful ADA improvements in the near term, while rural sites typically require foundational investment before accessibility can be meaningfully addressed.



Recommendations & Implementation

The findings from the West Branch accessibility assessments point to a clear path forward: improving ADA access along the corridor does not require a complete reinvention of sites, but rather targeted, coordinated upgrades to existing infrastructure. Most access points already provide a foundation for public use; the opportunity lies in refining these sites to ensure they are usable by a broader range of visitors.

Next Steps

Focus on High-Impact, Repeatable Improvements

Given the consistency of barriers across sites, implementation efforts should prioritize a core set of improvements that can be applied corridor-wide. These include:

- Establishing or correcting ADA-compliant parking (striping, signage, access aisles, van-accessible spaces)
- Developing continuous, firm, and stable accessible routes connecting parking, launch areas, restrooms, and amenities
- Addressing surface conditions and small barriers (e.g., lips, slope inconsistencies, loose materials)
- Improving wayfinding and accessibility signage
- Introducing or upgrading boarding infrastructure where feasible (e.g., docks, gangways, adaptive launch features)

Because these needs are shared across many sites, they present an opportunity to pursue standardized design approaches, bulk implementation strategies, and coordinated funding efforts—depending on the site owner.

Site-Specific Engagement with Owners and Managers

While trends are consistent, each access point operates within a unique context of ownership, funding capacity, and site constraints. For this reason, implementation should include direct engagement with site owners and managers on a case-by-case basis.

These conversations should focus on:

- Reviewing site-specific findings and priority improvements
- Identifying realistic, phased approaches based on capacity and use
- Understanding maintenance responsibilities and long-term feasibility
- Aligning improvements with each owner's broader goals (recreation, conservation, tourism, etc.)

This collaborative approach ensures that recommendations are not only technically appropriate, but also practical and implementable.

Identifying and Leveraging Funding and Technical Resources

A critical component of implementation will be helping partners navigate the often complex landscape of funding and technical assistance. Many of the recommended improvements—particularly parking upgrades, accessible routes, and signage—are well-suited to existing grant programs and funding sources.

Support should include:

- Assisting site owners in identifying relevant state, federal, and private funding opportunities
- Providing guidance on eligible project types and match requirements
- Helping to frame accessibility improvements as part of broader goals such as public safety, recreation access, and community development
- Connecting partners with technical expertise in ADA design and compliance

By serving as a convener and resource hub, the Susquehanna Greenway Partnership can play a key role in reducing barriers to implementation and accelerating progress across the corridor.

Ongoing Monitoring and Adaptive Management

Given the dynamic nature of river access sites—particularly those affected by flooding, ice, and seasonal wear—accessibility improvements should be paired with ongoing monitoring and maintenance strategies.

The existing Water Trail Steward Program provides a strong foundation for this effort and should continue to:

- Track changing site conditions
- Identify emerging accessibility barriers
- Inform maintenance priorities and future investments

This approach supports a model of adaptive management, ensuring that accessibility gains are not only achieved but sustained over time.

Phased and Practical Implementation Approach

Not all sites will be able to achieve full ADA compliance immediately, particularly those that are highly primitive or constrained by environmental conditions. As such, implementation should be viewed along a spectrum:

- Short-term: Low-cost, high-impact fixes (signage, striping, minor surface improvements)
- Mid-term: Route development, parking upgrades, amenity improvements
- Long-term: Major infrastructure investments (docks, adaptive launch systems, full site redevelopment)

In cases where full accessibility is not currently feasible, it is appropriate to direct users to nearby, more accessible sites, ensuring that inclusive access is still available within the broader system.

Big Picture Insight: If you zoom out, the overarching trend is this:
**The system does not lack access—
it lacks connected, compliant, and complete accessibility.**

APPENDIX A | Scope of Work

Component 1 — Research, Framework Development, and Discovery

SGP conducted in-depth research into:

- Universal design principles
- U.S. Access Board ADA/ABA guidelines for boating facilities
- 2010 ADA Standards for Accessible Design
- Pennsylvania recreation facility laws and ordinances
- Best practices from other states and national water trail systems

This effort clarified legal requirements, identified best practices, and established a unified evaluation rubric (developed under DCNR funding with guidance from ADA organizations).

Component 2 — Site Inventory, Field Surveys & Data Collection

SGP began fieldwork in 2024 and refined its methodology through:

- Site characteristics documentation (terrain, launch type, slope, surface)
- ADA-compliant parking and access aisle measurement
- Slope/cross-slope documentation
- Route continuity assessment
- Gangway measurements (length, slope variability, transitions)
- Pier and slip evaluations (pier width, clearances, reach ranges)
- Amenities inventory (picnic tables, benches, waste stations, signage, toilets)
- Photo and mapping documentation
- Virtual surveys for difficult-to-access sites
- Virtual analysis from aerial mapping to spot check and revisit data

Field assessment of all 26 sites was finalized in 2025 as part of project refinement and public input, with adjustments made in early 2026.

Component 3 — Public Input & Stakeholder Engagement

Funded through the Pennsylvania Water Trails Mini Grant Program (Pennsylvania Environmental Council) as well as the Susquehanna River Basin Commission, this component included:

- Three in-person public meetings
- A virtual public meeting recorded and circulated online through various platforms
- Site visits for direct user engagement
- A public survey, widely promoted through social media, email newsletters, and local media

- Added outreach to:
 - People with disabilities and mobility limitations
 - ADA organizations (Team River Runner, Center for Independent Living)
 - County agencies
 - Adjacent landowners
 - Outfitters and recreational users

The goals of public engagement were to:

- Meet people where they are
- Provide accessible opportunities to contribute
- Ensure the final action plan reflects real needs
- Strengthen relationships with water trail stakeholders

Component 4 — Analysis of Findings, Gaps, and Patterns

SGP reviewed technical and qualitative data to identify:

Common Barriers

- Over-sloped parking aisles
- Insufficient van-accessible spaces
- Cross-slope issues on aggregate paths
- Gangway slopes exceeding fixed-ramp limits due to water level fluctuations
- Pier widths below the 60-inch minimum
- Utility heights outside ADA reach ranges
- Missing or inaccessible amenities

Spatial Patterns

- Clusters of inaccessible sites
- Gaps in accessible amenities along the corridor
- Areas where future investments could maximize impact

Component 5 — Implementation Framework & Action Plan Development

This section synthesizes:

- Field data
- Public input
- Partner consultation
- Very basic cost estimating
- Long-term management considerations
- Routine and remedial deferred maintenance

The action plan includes:

- Short-term actions (striping, signage, minor grading corrections, amenity upgrades)
 - Mid-term actions (route resurfacing, pier modifications, accessible route regrading, seasonal accessible dock placement)
 - Long-term actions (gangway replacements, accessible docks)
 - Identification of sites poised for ADA-compliant dock installation
 - A draft ADA/Universal Access Itinerary for the Lower West Branch
 - Assignment of responsibilities between SGP, site owners, and partners
-

Component 6 — Final Reporting & Phase II Preparation

The final deliverables of Phase I include:

- A graphically rich final report
- Full site sheets for all 26 locations
- The Field Inspection Form
- Public Input Summary
- Prioritized Implementation Action Plan
- A methodology and template for expanding the study across the Susquehanna Greenway

Phase II will apply this framework to the remainder of the Water Trail and produce:

- A statewide model
- A downloadable toolkit for site owners
- Templates for local ADA transition plans

Framework for Accessibility Evaluation

This Field Inspection Form is designed to support a consistent, thorough evaluation of public water access sites with a focus on accessibility and usability for all visitors. Grounded in the 2010 ADA Standards for Accessible Design, as established by the U.S. Department of Justice and the U.S. Department of Transportation, this survey helps identify how well a site accommodates individuals with disabilities and where improvements may be needed.

The purpose of this form is to document existing conditions related to accessible parking, routes, amenities, signage, and overall site design. By collecting this information in a standardized way, organizations, municipalities, and partners can better prioritize upgrades, plan improvements, and ensure compliance with applicable accessibility standards.

Inspectors should complete this form during an on-site visit, observing and measuring conditions as accurately as possible. Where exact measurements are not feasible, reasonable estimates and notes should be provided. Photographs and additional documentation are encouraged to supplement findings.

Accessibility is not only about compliance—it is about creating welcoming, inclusive spaces that allow everyone to experience and enjoy our waterways. This survey is one step toward that goal.

Field Inspection Form: Water Access Site Survey

ADA/ABA Compliance: Amenities and Accessibility under the 2010 ADA Standards for Accessible Design by US Department of Justice and US Department of Transportation; Compiled by the Susquehanna Greenway Partnership

Project and Survey Information

Surveying Organization Name		Date: M/D/Y	
Inspector Name		Site Owner	
Location or Address of Water Access Site		Is site part of a larger park?	Yes No

SECTION 1 – Parking Lots, Stalls, Access Aisles, and Signage (ADA §§208, 302, 403, 502)

1.1 Primary Parking Facility Serving the Water Access Site

The primary lot is the lot directly adjacent to the main water access facility.

In sites with multiple lots, any lot that is separated by features such as guard rails, fencing, barriers, streets, or roadways is not considered to be connected and is a separate entity.

Surface Type	Circle main surface type. Add a checkmark on other observed types to note lot is mixed: Concrete Asphalt Stabilized-Gravel Loose Gravel Dirt/Grass				
Surface Condition	Circle One: Looking if the surface is maintained. Note conditions that inhibit usability or degrades safety. Poor Fair Good Excellent				
Parking Lot Delineations	Circle One: None Some Entire Lot		Delineation Condition	Circle One: Poor Faded Clear	
Total lined <i>non-trailer</i> stalls	Do not include ADA parking stalls in amount:		Total lined <i>truck/trailer</i> stalls	If none, note if makeshift trailer spots are present:	
In non-delineated lots only, treating the lot as a rectangle, what is the length and width?	Length (feet)	Width (feet)	With an imagined width of 10 ft, how many spots <i>could</i> be made along one length and one width of the lot?		This acts as a total for expected ADA-stalls:

1.2 Accessible Space Dimensions and Requirements

Parking facilities must have a minimum of one **ADA van** stall. For every 25 “standard” parking spaces, there must be one ADA car stall in addition to those 25 spaces. The first van stall fulfills this requirement. For every six ADA stalls required, one of those must be a van parking stall.

For an ADA parking stall to be considered a van-compliant, it needs to minimally conform to one of a certain configuration of widths: stall width of 132” and aisle of 60” **OR** stall width of 96” and aisle width of 96”, and in both ideally labeled with “Van Accessible” signage.

Based on the standard ratio outlined above, how many ADA-parking stalls are to be expected based on non-trailer stalls?					Amount:	
Car and van combined ADA- parking stalls	Amount:		ADA-parking van stalls only	Amount:		ADA-parking car stalls only

Note: If a stall is partially ADA-compliant, but is clearly an ADA stall, categorize and count it.

Fill in as many as available. All units of length are inches, center line to center line.										
Van Stall Number	Stall Width	Aisle Width	Stall and aisle width meets minimums		Aisle on right side		Aisle marked for no parking		Signage identifying “Van Accessible”	
			Yes	No	Yes	No	Yes	No	Yes	No
1										
2										

Note: If there are more ADA Van stalls, use the back of a sheet to make a makeshift table.

Fill in as many as available. All units of length are inches, center line to center line.									
Car Stall Number	Stall Width	Aisle Width	Stall and aisle width meets minimums		Aisle on which side	Aisle marked for no parking		Signage identifying ADA parking	
			Yes	No		Yes	No	Yes	No
1					Left None Right				
2					Left None Right				
3					Left None Right				
4					Left None Right				

Note: If there are more ADA car stalls, use the back of a sheet to make a makeshift table.

ADA parking sign minimally 60” tall, from the base	Van 1		Van 2		Car 1		Car 2		Car 3		Car 4	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No

Note: If there’s no sign present at that stall, mark the field as a no.

A **stable surface** is one that remains unchanged by contaminants or applied force, so that when the contaminant or force is removed, the surface returns to its original condition. A **firm surface** resists deformation from simple use. A **slip-resistant surface** provides sufficient frictional counterforce to the forces exerted in walking.

Is the surface of the ADA parking area firm, stable, and slip resistant ?	Yes No	What is the ADA parking surface?	Concrete Asphalt Stabilized-Gravel Loose Gravel Dirt/Grass Other
Distance from the closest parking spot to the top of the launch ramp	Measured in feet:	Is ADA-assigned parking the closest to launch ramp?	Yes No Ambiguous

Note: Generally, loose gravel is not a firm, stable, and slip-resistant surface. A simple test is to strike the gravel surface with your heel with medium force, if it deforms more than ½ inch, then this loose gravel is not ADA-compliant as a surface.

1.3 Slope, Encroachment, and Connection

ADA parking stalls and aisles are to be level in all directions. This is measured by a slope using a digital level. To standardize, place the device on a roughly 6-inch by 3-inch flat piece of wood or metal. Make several recordings for each stall and aisle, marking the greatest value in degrees.

ADA parking stall/ aisle slope. Max of 1:48 (or 1.19 degrees)	Van 1	Van 2	Car 1	Car 2	Car 3	Car 4
Less than maximum allowed slope	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No

Note: If surface is gravel or rough terrain, make the best judgment on what the max slope is.

ADA parking is not to obstruct the roadway or inhibit circulation paths when occupied. The access aisles should also have a direct, unobstructed route to the nearest established circulation path or accessible route. This should also not utilize the roadway or parking lot driving aisle for traversal.

Encroachment on the roadway	Van 1	Van 2	Car 1	Car 2	Car 3	Car 4
Direct and unobstructed route to nearest path	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No

If an obstruction was observed, note below what kind or type of barrier was present at that stall.

SECTION 2 - Accessible Routes (ADA §§206, 303, 402, 403)

2.1 Route Dimensions

An accessible route is an ADA-regulated circulation path. A circulation path itself is a specific pathway, separate from roadways or parking lanes, that service site features and amenities. Circulation routes can have stairs, be made of loose gravel, and have no specific regulations.

Is there a circulation path or accessible route at site?	Yes No Partially	Is circulation path connected to ADA parking directly?	Yes No No Circulation Path
If there is no circulation path or accessible route at the parking lot, is there barrier-free traversal to the launch ramp entrance from nearest parking spot?		Yes No (explain):	

Note: If the nearest parking spot (defined with lines or just as an open space in a large lot) has a major barrier to the top connection of the ramp, explain above what causes this barrier of easy access. If there is no circulation route or Accessible Route, skip the next section.

Accessible Routes are allowed to have several width configurations. Regulation requires a minimum width of 36 inches and passing zones. Widths greater than 60 inches no longer require these zones. Rises or lip height in route are measured perpendicular to the surface.

Clear width of route in inches	Less than 36"	Between 36" and 60"	Greater than 60"
Is path surface firm, stable, slip resistant?	Yes No Partially	If path is less than 60" wide, are there passing spaces no less than 60" x 60" in size every 200'?	Not Required Yes No Yes, but too few
Are there vertical rises/lips of ¼" or round/beveled lips of ½"?	Yes No	Are there gaps or uplifts in the path that are wider than ½"?	Yes No

Note: Paths that have deviations in the overall smoothness of their surface need to be noted as potential safety concerns. Do not travel too far to identify passing zones on narrow paths. Most surveys should not extend beyond a 500' radius of the ADA parking stall or if none are available, the parking spot that is closest to the top of the ramp.

Other potential notes for conditions of the circulation path/accessible route:
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2.2 Slope / Cross Slope of Paths, and Pathway Ramps

Paths servicing the site are restricted in their running slope (parallel to travel) and in cross-slope (perpendicular to travel).

Path running slope is greater than 1:20 (or 2.86 degrees)	Yes	No	Path cross-slope is greater than 1:48 (or 1.19 degrees)	Yes	No		
If yes to above, how often does that violation occur?	1-3	4-6	>6	If yes to above, how often does that violation occur?	1-3	4-6	>6

Note: If there is no established path between the closest parking spaces to the water access ramp, include that avenue of travel as well.

Discrete sections of paths that have running slopes greater than 1:20 (or 2.86 degrees) and less than 1:12 (or 4.76 degrees) and are relatively consistent in slope are considered ramps. Total elevation formula is $[Length\ of\ Pathway\ Ramp] \times \tan(Angle\ of\ Elevation)$. This math is doable on a basic phone calculator set in scientific mode with the radian function turned off.

Fill in table as needed	Ramp 1	Ramp 2	Ramp 3
Running slope of pathway ramp (degrees)	Degrees	Degrees	Degrees
Does running slope exceed 4.76 degrees?	Yes No	Yes No	Yes No
Cross slope of pathway ramp (degrees)	Degrees	Degrees	Degrees
Does cross slope exceed 1.19 degrees?	Yes No	Yes No	Yes No
Length of pathway ramp (inches)	Inches	Inches	Inches
Elevation change (inches)	Inches	Inches	Inches
Does elevation change exceed 30"?	Yes No	Yes No	Yes No
If elevation change is > 6" handrails are required	Present Not Present	Present Not Present	Present Not present
Handrails should exist on the rampway or on top of edge protection	Conform Does not conform	Conform Does not conform	Conform Does not conform
Flat and level landing at bottom minimum 60" long	Yes No	Yes No	Yes No
Flat and level landing at top minimum 60" long	Yes No	Yes No	Yes No
Surface is firm, stable, and slip resistant	Yes No Partially	Yes No Partially	Yes No Partially

2.3 Obstructions & Hazards

Where objects protrude onto paths, limiting either floor or areas above. Obstructions that limit navigation or pose hazards if not seen. Any object that encroaches on the path that is under 27” above the surface is treated as limiting the width of the path.

Any objects limiting overhead clearance on path to under 80”	Yes No	Are these objects permanent installations or temporary, such as tree limbs/vegetation?	None Present Permanent Temporary
Any objects that are under 27” that overhang path	Yes No	Are these objects permanent installations or temporary, such as tree limbs/vegetation?	None Present Permanent Temporary
Any objects between 27” and 80” that occupy space horizontally in path by greater than 4”	Yes No	Are these objects permanent installations or temporary such as tree limbs/vegetation	None Present Permanent Temporary
Any free-standing objects mounted on posts at heights between 27” and 80” that encroach by greater than 12”	Yes No	Note here how many instances witnessed and if temporary, feasibility of removal:	

SECTION 3 – Primary Boat Launch Ramp

3.1 Surface and Width

There are no specific provisions that address access to launch ramps without boarding piers. It is recommended that an accessible route serves at least one launch ramp.

Boat Launch Surface Type	Circle main surface type. Add a checkmark on other observed types to note lot is mixed: Concrete Asphalt Stabilized-Gravel Loose Gravel Dirt/Grass
Launch Surface Condition	Looking at whether surface is maintained. Note conditions that inhibit usability or degrading safety: Poor Fair Good Excellent

Narrowest width of launch ramp	feet	Widest width of launch ramp	feet	Ramp width difference	feet
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3.2 Launch Ramp Length and Slope

Length of launch ramps often vary due to the water levels, being impacted by seasonality or by local weather events. Due to this, without taking multiple measurements, an average ramp length is difficult to measure. Using a water level measurement can give context to the length. The portion of the accessible route located within the launch ramp is not required to comply with the slope requirements for accessible routes.

Is there a visible water gauge for level nearby launch (feet)?	If yes, mark height: No Yes:	Is there a USGS Data collection station nearby or upstream?	If yes, mark current gauge height: No Yes:
Is launch ramp split between motorized and non-motorized?	No Yes	Length of launch ramp from top to water, longest distance	feet
Is the launch ramp a consistent plane, visually having a low deviation in running and cross slopes?	If no, mark which plane deviates: No	Running slope of launch ramp (degrees)	If deviated, mark lowest and highest
	Running Cross Yes	Cross slope of launch ramp (degrees)	If deviated, mark lowest and highest
Equation: $[Length\ of\ Pathway\ Ramp] \times \tan(Angle\ of\ Elevation)$ Change in elevation of ramp for current water level			feet

Note: If there is no visible water gauge at a site, USGS data is ideal as a replacement. For finding USGS data, visit <https://waterdata.usgs.gov/> (QR code to right), and select the state, show stations with gauge height data, and select the closet station on the body of water or a reasonably close (10 miles) upstream station. Record that value above if applicable.



3.3 Shoreline/River Bank Access around Launch Ramp

For non-watercraft-related activities that require access to the water (fishing, RC boating, etc.), at sites that do not have docks or piers, the shoreline at or near the launch ramp is the primary location for access to the water. Although provisions are not specified in the guidelines for shoreline/coast accessibility, a circulation path or accessible route should service that area.

Is there a location at the water's edge, accessible by a path or by use of launch ramp, to perform recreational activities?	Yes No	Is the shoreline a developed space (e.g., retention wall, paved pad, gravel path, compact dirt)?	Yes No No shoreline
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SECTION 4 – Piers, Slips, and Gangways (ADA §§1003, 202, 405)

4.1 Piers and Accessible Boating Slips

A boating pier is typically a floating path that connects to a firm ground through gangways. Piers contain boat slips which are a portion of a pier, main pier, finger pier, or float where a boat is moored for the purpose of berthing, embarking, or disembarking, acting like a parking stall. Piers along rivers that can freeze are often only installed seasonally. Accessibility requirements are a minimum of one accessible boat slip, and one more per set of 25 boat slips. ADA-compliant boat slips do not need to be marked in any way.

Does this site have boarding piers and what is their current state?	Yes, piers are installed No, site doesn't have piers	Yes, piers are not installed Unknown if site has piers
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Note: If the site is confirmed to have no piers, skip this section.

Does the pier have established spots for boat slips (i.e., cleats)?	Yes No	Does the pier have finger sections?	Yes No
How many boat slips are available? (if no defined spots, each 40 feet edge along the perimeter of a pier will be counted as one boat slip)	Amount:	How many boat slips have a pier width of at least 60 inches wide along the entire slip length?	Amount:
How many boat slips are expected to be accessible, using above ratios described?	Amount:	If there are finger piers, is one such pier at least 60 inches wide?	Yes No

Along boat slips, there are allowances to have objects at the edges of the pier that might inhibit access. Every 10 feet of linear pier edge serving the accessible boat slips must have at least one continuous clear opening that is at least 60 inches wide along that edge. Edge protection is not required anywhere on piers, but if provided, it is regulated along accessible boating slips to a maximum of 4 inches high and 2 inches deep at the continuous clear openings.

Does the pier have edge protection at <i>any</i> accessible boating slip?	Yes No	At each accessible boating slip, is the edge protection within the maximum provisions, 4" tall by 2" deep?	Yes No Only At Some
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At accessible boat slips, are there openings that are 60 inches wide?	Yes No Only at some	Are these openings positioned every 10 feet along the boating slip length?	Yes No Only At Some
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Similar to accessible routes, piers must comply with the same set of guidelines for accessibility.

Surface is firm, stable, and slip resistant	Yes No Partially	Any objects limiting overhead clearance on path to under 80"	Yes No
Pier running slope is greater than 1:20 (2.86 degrees)	Yes No	Pier cross-slope is greater than 1:48 (1.19 degrees)	Yes No
If yes to above, how often does that violation occur?	1-3 4-6 >6	If yes to above, how often does that violation occur?	1-3 4-6 >6
Are there vertical rises/lips of ¼" or round/beveled lips of ½"?	Yes No	Are there gaps or uplifts in the Pier that are wider than ½"?	Yes No

4.2 Gangways

A gangway is a variable-sloped pedestrian walkway linking a fixed structure or land with a floating structure. They are designed so that they hinge to match the variable height of a floating pier on the water surface. Since their slope is variable, ADA guidelines have built in exceptions for how they are installed.

Does this site have boarding piers and what is their current state?	Yes, piers are installed No, site doesn't have piers	Yes, piers are not installed Unknown if site has piers
Is the entrance of the gangway connected to the circulation path or accessible route of the site?	Yes No	
If there is no circulation path or accessible route, is there barrier-free traversal to the gangway entrance from nearest parking spot?	Yes No (explain):	

Note: If the site has piers that are not connected by a gangway and are connected to the land by other means, skip this subsection.

Is there a level landing area 60 inches long at the top of the gangway?	Yes No	Is there a level landing area 60 inches long at the bottom of the gangway?	Yes No
Are there transition plates at the bottom of the gangway?	Yes No	If yes, is the plate's running slope greater than 1:20 (2.86 degrees)?	Yes No
Does the bottom of the gangway have a transition plate slope that exceeds 2.86 degrees and lacks the now-required 60-inch landing area?			Yes No

Running slope of gangway (degrees)	Degrees	If greater than 5 degrees, is there a handrailing present?	Yes No Not Needed
Cross-slope of gangway (degrees)	Degrees	Does the pier have fewer than 25 total boat slips?	Yes No
Length of gangway (inches)	Inches	Is the total length of the gangway at least 30 feet?	Yes No
Does the pier have fewer than 25 boats slips <i>and</i> have a gangway length of 30 feet or greater? If so, the gangway is exempt from slope maximums?			Yes, exempt No, not exempt
Does the gangway have a total length of at least 80 feet from top to bottom? (Does not have to be one continuous run and can be over several sections of gangways.) If so, the gangway is exempt from slope maximums.			Yes, exempt No, not exempt
Is the running slope of the gangway 1:12 (4.76 degrees) or more?		Yes, slope is not exempt No Yes, slope is exempt	

Note: Only one exemption is necessary to exempt the gangway from the requirement of being less than 1:12 (4.76 degrees).

SECTION 5 – Site Amenities (ADAAG §§305, 308, 902, 903,602, etc.)

This survey is focused on the facilities and amenities around water access sites. At sites that are combined with boat launch ramps and park/sporting facilities, the perspective of the survey ignores parts of grounds that are not adjacent to the launch ramp and the surrounding space. Anything beyond a 500-foot radius from the parking stall closest to the boat launch ramp is not to be considered, and even if it is within that 500-foot radius, if the route connecting the parking stall and that amenity requires traveling on or crossing a roadway without a specific pedestrian crossing, it is not to be considered.

5.1 Benches

Benches are often found along paths, but also locations to watch scenery or sport that might not be on a path directly. This survey is concerned mostly with benches along circulation paths and accessible routes. If there are no benches, write a zero for the amount and skip this section.

Bench count of whole survey area	Amount:	Bench count only those along pathways	Amount:
For all benches, are armrests on each end of bench?	Yes No Only Some Benches	For all benches, is there a back support (either built in or in the form of a wall)?	Yes No Only Some Benches
Is the highest point of the seat between 17” and 19” tall, measured from location where feet would rest while sitting?	Yes No Only Some Benches	Are the seats of the benches able to clear water after rain and not accumulate standing water?	Yes No Only Some Benches
Is the floor/ground below the benches level/flat and slip resistant?	Yes No Only Some Benches	Is the floor/ground below the benches able to clear water after rain and not accumulate standing water/mud?	Yes No Only Some Benches
Note below if any benches are in any form of disrepair. Is wood rotten or splintering? Is concrete cracked? Are any pieces loose? Is the bench not firmly secured to the ground? Is metal rusting?			

For the benches *along a circulation path or accessible route only*: is there a clear and level floor or ground space that is minimally 30” wide by 48” long parallel to the short edge of the bench? Is the surface of that space firm, stable and slip resistant? Area cannot overlap pathway.

Fill in as needed	No, Neither	Yes, One Side	Yes, Both Sides	Firm, Stable, Slip Resistant
Bench 1				
Bench 2				
Bench 3				
Bench 4				
Bench 5				

5.2 Picnic Tables

Picnic table count of whole survey area	Amount:	Picnic table count where accessible by a pathway	Amount:
Height of surface of picnic tables is between 28” and 34”	Yes No Only Some Tables	Surrounding the table, is there a 4-inch clear unobstructed floor space on all usable sides of the table?	Yes No Only Some Tables
Is there an eating location at the table, either along the side or at either edge, where knee clearance is 11” deep and 30” wide and is 27” tall measured to bottom of table surface?	Yes No Only Some Tables	At the greatest depth of knee clearance, is there a an additional 6” of depth at a height of 9” above the floor surface at a width of 30”	Yes No Only Some Tables

Note: Some tables might have more than one accessible space. Make a note here if any tables do.

5.3 Pet Waste Stations

Pet waste stations are specifically post-mounted bag holders with receptacle for waste attached.

Pet Waste Station count of whole survey area	Amount:	Pet Waste Station count where accessible by a pathway	Amount:
For stations along paths, is the location of the bag dispenser at a height between 25” and 48”?	Yes No Only Some	Are components operable without tight grasping or great force and with one hand?	Yes No Only Some

5.4 Drinking Fountain

Drinking Fountain count of whole survey area	Amount:	Drinking Fountain count where accessible by a pathway	Amount:
Is there clear floor space 30" wide and 48" long under the fountain?	Yes No Only Some Fountains	Is the spout outlet no taller than a height of 36"?	Yes No Only Some Fountains
Is there a space where knee clearance is 11" deep and 30" wide and is 27" tall measured to bottom of table surface?	Yes No Only Some Fountains	Is the spout no less than 15" from the vertical support or wall <i>and</i> no greater than 5" front edge of the unit?	Yes No Only Some Fountains
Are the fountains operational all year or only seasonally?	All Year Seasonally Unknown	Are components operable without tight grasping or great force?	Yes No Only Some

5.5 Trash and Recycling Receptacles

Trash Receptacles count of whole survey area	Amount:	Trash Receptacles count where accessible by a pathway	Amount:
Recycling Receptacle count of whole survey area	Amount:	Recycling Receptacle count where accessible by a pathway	Amount:
For receptacles along paths, is the height of the lid between 25" and 48"?	Yes No Only Some	Are components operable without tight grasping or great force and with one hand?	Yes No Only Some

5.6 Signage and Information Boards

When appropriate, signs should include information to assist in accessing the site and identifying the location. Minimally signs that include the name of the site and site owner should be present

Is there signage indicating/assisting in directions along nearby main road prior to site?	Yes, clear signage No Yes, unclear signage	Is there signage at entrance to the site?	Yes, clear signage No Yes, unclear signage
Is there a sign somewhere onsite that identifies the site by official name and owner/operator?	Yes No		

Once on site, are there signs directing traffic towards launch ramp?	Yes No	At launch ramp, is there a bulletin/notice board with information on it?	Yes No
If there is a bulletin board, is it accessible by a path?	Yes No	At launch ramp, are there any signs for name or usage?	Yes No

Note other signs and posts here, with location and description.

5.7 Restroom Facilities

The scope of this survey does not include the interior of restrooms and their amenities, only the availability and access to them from the outside. Only consider facilities within 500 feet of launch.

Is there a permanently available year-round restroom?	Yes, all the time	Yes, but unavailable at night	Unknown
	No, only available seasonally	No, but restrooms exist elsewhere on site	No, restrooms are not present at all
Are the restroom facilities stationary (i.e., a building or fixed location) or portable?	Stationary Portable Site has Both	Are the restroom entrances accessible by a connected circulation path or accessible route?	Yes No Only Some
Are the floor surfaces in front of the entrances clear of obstructions and a flat, even surface?	Yes No Only some	Are the entrance thresholds to the restroom level with the area in front (no lips or rises greater than 1 inch)?	Yes No Only Some
For portable restrooms, do they rest on a stable, level surface and appear to have a flat floor?	Yes No Only some	If portable restrooms are present, is a minimum of one unit marked as ADA-accessible?	Yes No

Note here if there is a ADA-accessible portable restroom that does not have a clear, unobstructed floor at its entrance, is not directly connected to a circulation path or is not leveled.

SECTION 6 — Notes, Photos & Site Diagrams

6.1 Observations

Note other observations made at site. Note features present that are not included in this survey.
Note areas that need maintenance, if any.

6.2 Photographs Taken

These photographs assist in making sure data can be verified at other times of year and to act as a point of comparison. Check mark objects that are photographed.

Sign along road		Parking lot overview		Access route from parking lot	
Sign at entrance		Parking lot ADA stall		Restrooms	
Sign at exit		Parking lot trailer stall		Benches, picnic table, trash cans	
Sign directing to launch ramp		Parking lot stall closest to launch ramp		Gangways, piers or any structure that goes into the water	
Sign at launch		Parking lot ADA stall sign		Obstructions or other barriers	

Note: When a feature looks like it might not comply with ADA regulations, take several photos. List other pictures taken here.

6.3 Sketch/Site Diagram

For recordkeeping purposes, draw a simple layout of the site. Main features are the entrance, driving route to parking, launch ramp, and locations of circulation paths.

APPENDIX C | Public Input Summary

In-Person Public Feedback Sessions

Three in-person engagement sessions were conducted at well-attended regional events to maximize public participation and geographic representation across the study area:

- **October 11, 2025 — Flaming Foliage Festival, Renovo, PA**
 - Project staff engaged festival attendees to introduce the study, collect feedback on river access experiences, and identify perceived barriers and improvement needs in the upper portion of the study corridor.
- **February 6, 2026 — Public Event at Lycoming Arts, Williamsport, PA**
 - Staff gathered local insight regarding access conditions and desired amenities, and encouraged continued participation through a survey.
- **February 7, 2026 — Polar Bear Plunge & Ice Festival, Lewisburg, PA**
 - Engagement at this regional event captured feedback from active river users and community members regarding seasonal access challenges, infrastructure needs, and accessibility improvements.

Virtual Engagement and Online Outreach

To expand access to participation opportunities, virtual engagement options were also provided:

- **February 17, 2026 — Online Public Meeting**
 - A live virtual meeting provided an overview of study goals, methods, and preliminary findings while allowing participants to submit questions and feedback in real time.
- **February 24, 2026 — Social Media Distribution of Recorded Meeting**
 - The recorded session was shared through SGP's social media channels to reach additional audiences and provide ongoing opportunities for feedback.
- **March 5, 2026 — Newsletter Distribution of Recorded Meeting**
 - The recorded presentation was distributed through SGP's newsletter network, ensuring continued access to study information and opportunities for stakeholder input.

Public Input Presentation Available on YouTube





West Branch Susquehanna River Water Trail Accessibility Study Survey - Public Outreach

SCAN FOR SURVEY!



Susquehanna
River
Water Trails



1. Paddling Experience

Have you paddled before?

- ☐ Paddle regularly ☐ Paddle occasionally ☐ Tried once or twice
☐ Never paddled, but interested ☐ Not interested in paddling

What type of paddling do you prefer or want to try? (check all that apply)

- ☐ Lakes or ponds ☐ Quiet rivers ☐ Moving water ☐ Whitewater ☐ Not sure yet

Preferred paddlecraft (check all that apply)

- ☐ Single kayak ☐ Tandem kayak ☐ Canoe ☐ Paddleboard ☐ Other: _____

2. Accessibility & Equipment Needs

Do you experience challenges accessing paddling locations?

- ☐ Yes ☐ No ☐ Sometimes

Do you use or need adaptive equipment or mobility assistance to paddle?

- ☐ Yes ☐ No ☐ Not sure

Would instruction or assistance help you participate?

- ☐ Yes ☐ No ☐ Maybe

3. Trip Planning

How do you usually plan paddling trips? (check all that apply)

- ☐ Online resources/maps ☐ Friends or paddling groups ☐ Organized events or trips
☐ Return to familiar places ☐ Accessibility determines location ☐ I rarely/never plan paddling trips

4. Transportation

How do you usually reach recreation sites?

- ☐ Personal vehicle ☐ Carpool with friends ☐ Rideshare service ☐ Public transit
☐ Other: _____

5. Barriers to Paddling

What prevents or limits you from paddling? (check all that apply)

- ☐ Lack of equipment ☐ Limited accessible launch sites ☐ Lack of information
☐ Transportation challenges ☐ Lack of skills or confidence ☐ No paddling partners
☐ Physical accessibility challenges ☐ Cost ☐ Time availability ☐ Other: _____

6. Site Accessibility Challenges

Which site features might create accessibility challenges for you? (check all that apply)

- ☐ Steep slope to water
- ☐ Long distance from parking to water
- ☐ Stairs
- ☐ Uneven or rocky surfaces
- ☐ Narrow access paths
- ☐ Mud or loose gravel
- ☐ Lack of accessible restrooms
- ☐ Lack of signage or directions
- ☐ Lack of assistance/help at site
- ☐ Other: _____

7. Priority Improvements

What improvements should we prioritize?

8. Site Experiences

Tell us about a paddling site that was especially easy or difficult to access and why.

9. Information & Outreach Needs

What information or support would help you paddle more often?

- ☐ Maps and trip planning resources
- ☐ Information about accessible launch sites
- ☐ Equipment rental or loan programs
- ☐ Beginner instruction or skill workshops
- ☐ Guided group paddling opportunities
- ☐ Transportation or shuttle information
- ☐ Safety information and river conditions
- ☐ Volunteer or on-site assistance at access points
- ☐ Information about nearby amenities (restrooms, lodging, food)

10. Future Participation

Would you be interested in joining a future accessibility focus group?

- ☐ Yes
- ☐ Maybe
- ☐ No

If yes or maybe, provide your email address: _____

Optional Information (Helps us understand who we are reaching)

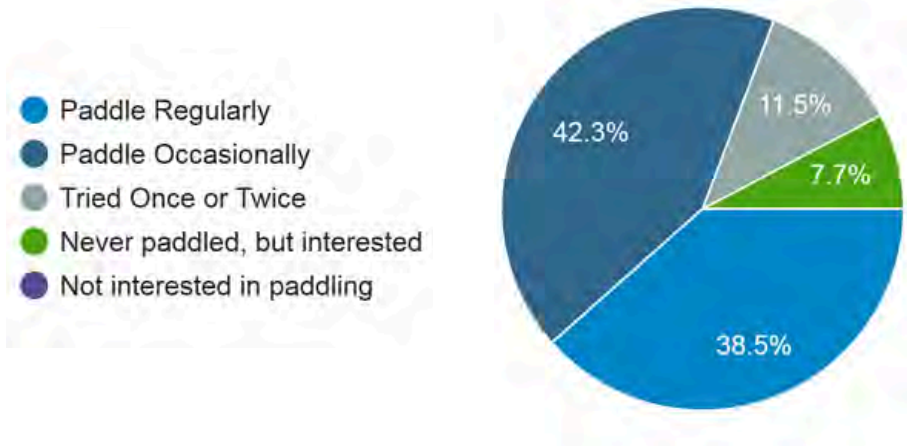
Age range:

- ☐ Under 18
- ☐ 18–35
- ☐ 36–50
- ☐ 51–75
- ☐ 76+

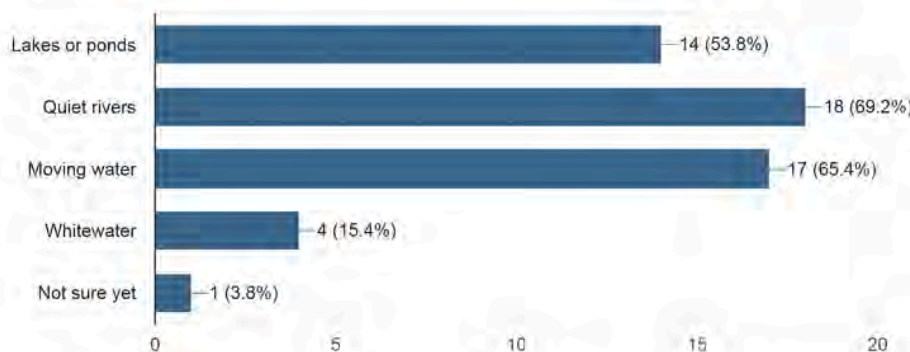
Home community or zip code: _____

Thanks for your input!

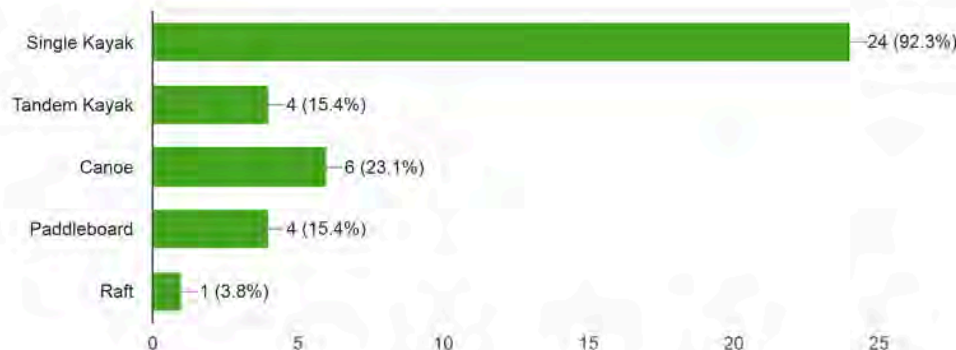
Have you paddled before?



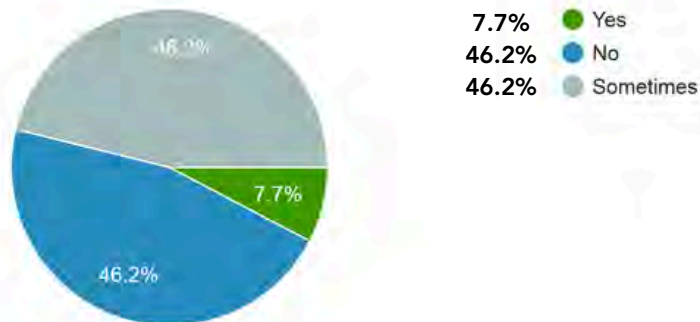
What type of paddling do you prefer, or want to try?



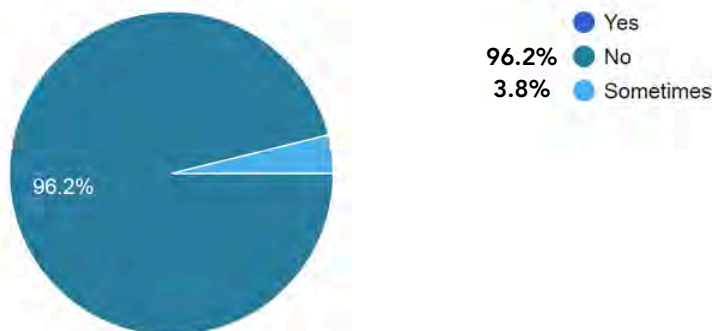
Preferred paddlecraft:



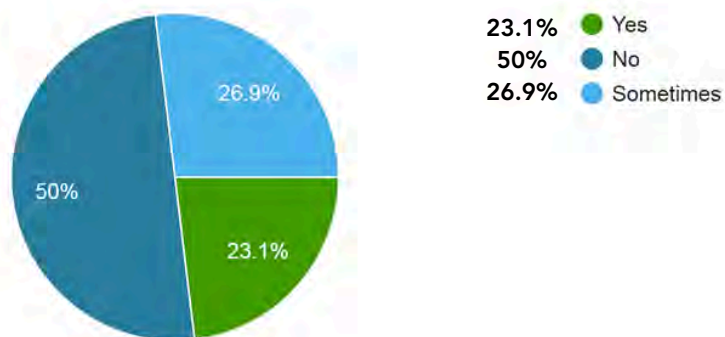
Do you experience challenges accessing paddling locations?



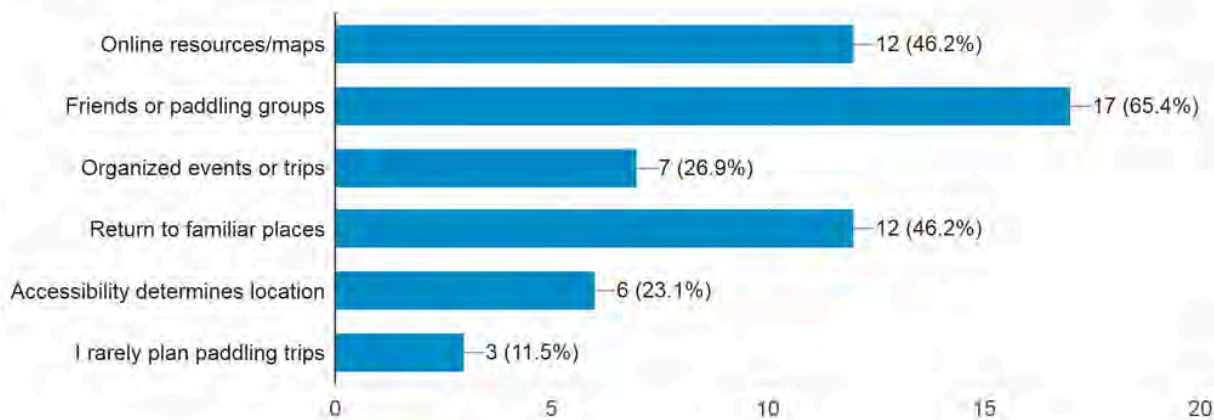
Do you use or need adaptive equipment or mobility assistance to paddle?



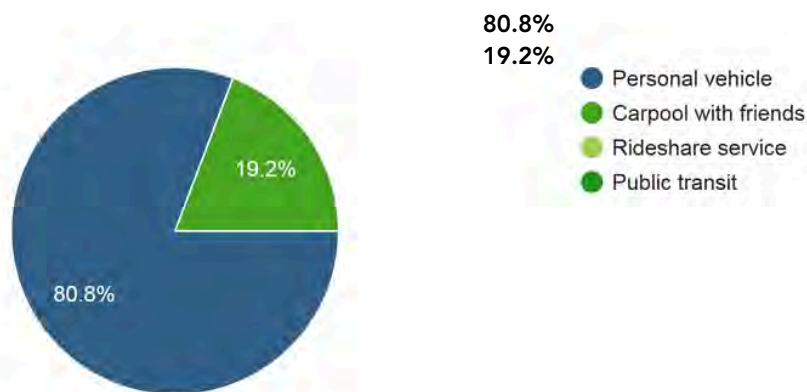
Would instruction or assistance help you participate?



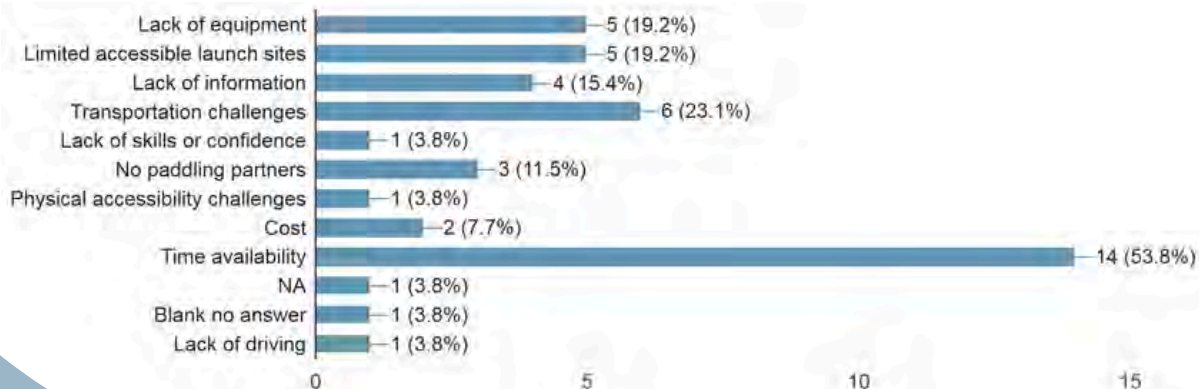
How do you usually plan paddling trips? (check all that apply)



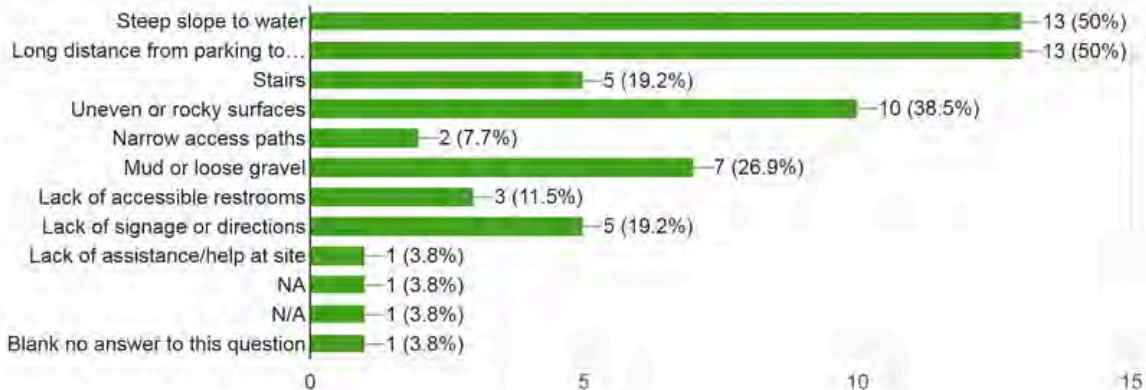
How do you usually reach recreation sites?



What prevents or limits you from paddling? (check all that apply)



Which site features might create accessibility challenges for you? (check all that apply)



What improvements should we prioritize?

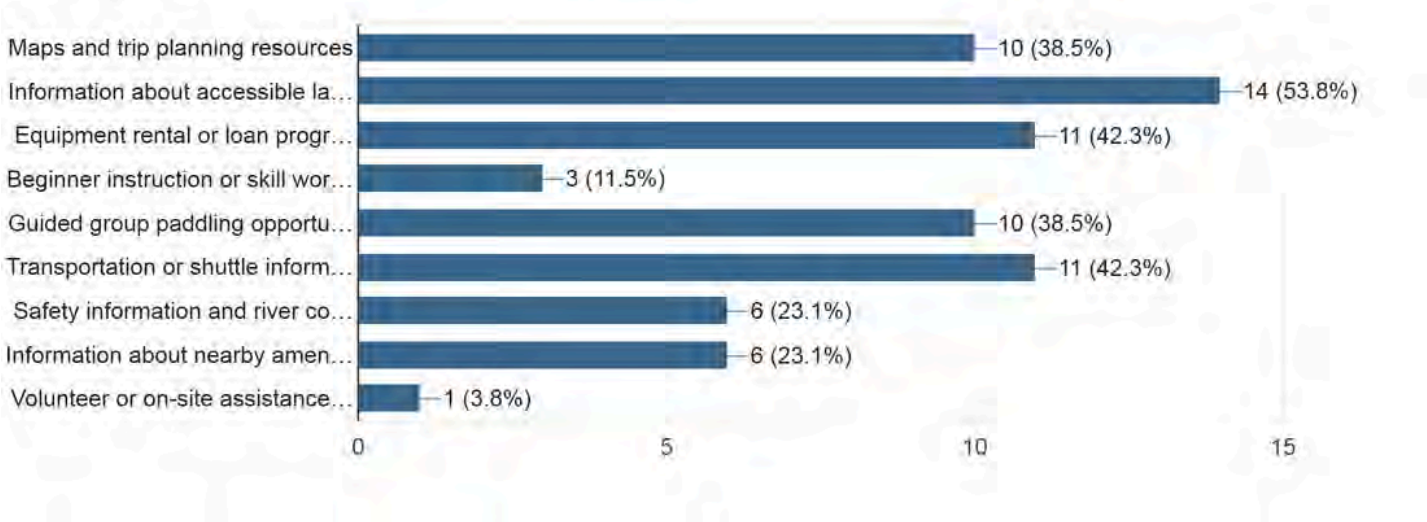
- Counties and municipalities should acquire and make publicly accessible more SR access sites
- Keep access to waterways open
- Better access to locations with information about kayaking and paddleboarding, as well as improving the condition of pathways to the water
- Extra docs for smaller watercraft
- Accessibility to put in/take out locations
- River access slope and ground conditions (easier slope and non-muddy entry)
- More river access points
- Parking and asphalt improvements for smooth surfaces to access waterways
- Paddling guides for newbies
- Information on sites
- Access ramps paved or graveled
- Excavate any extra snow
- Low-hanging fruit
- Locally more river access
- More access points
- Parking lots with restrooms
- Advertising on local neighborhood Facebook pages

Tell us about a paddling site that was especially easy or difficult to access and why.

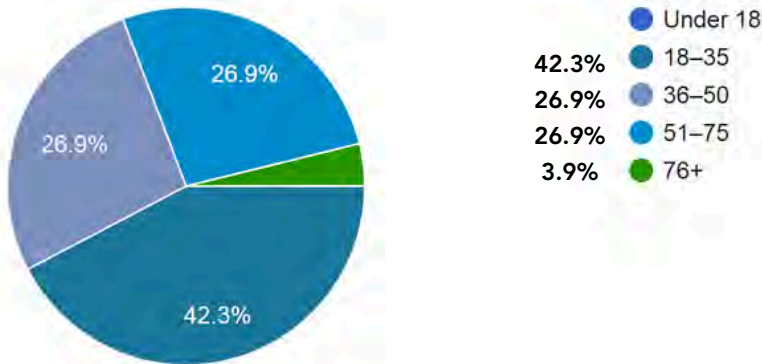
- Muncy launch, easy access and parking
- Memorial Park's access was slippery and a steep slope
- My easiest site was the state launch just south of Lewisburg bridge
- I feel like Lewisburg needs a really nice user friendly boat launch/river access point. The New Berlin boat launch is tricky too with the hill

- Most of York county is easy to access. Lake Pinchott, Lake Williams / Redman
- Williamsport access sites are good. Muncy is a long commute to the water. Love going on Pine Creek, but water levels sometimes prevent. Love the new access at Jersey Shore
- Isle of Que in Selinsgrove is very easy: Parking/ short walk to launch/ launch for cans to back into/ Porta Pottie/ Picnic tables/ close to have
- Lewisburg Landing is my home boat launch, location is convenient and it's usually pretty quiet. Launch does get washed out seasonally, but it's maintained fairly regularly
- Lock Haven was steep, had a significant drop off on the land and was difficult to access
- Loyalsock Township Greevey Launch
- Loyalsock Creek was pleasant
- The Isle of Que is great because of all the information online
- Hardest part is shuttling for river or creek paddling

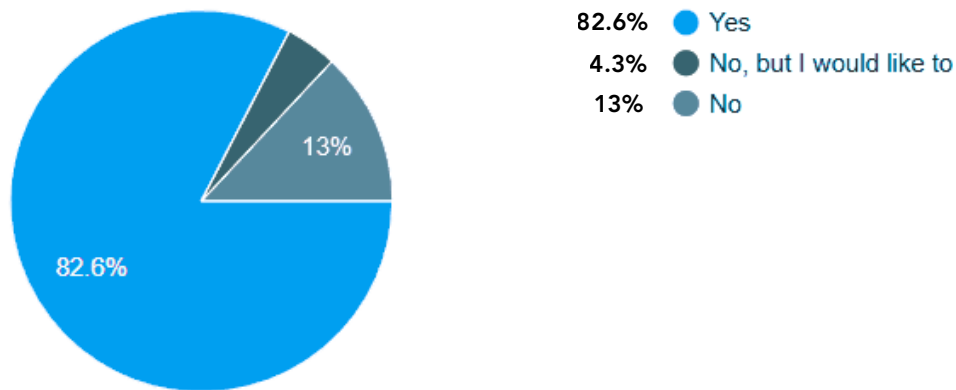
What information or support would help you paddle more often? (check all that apply)



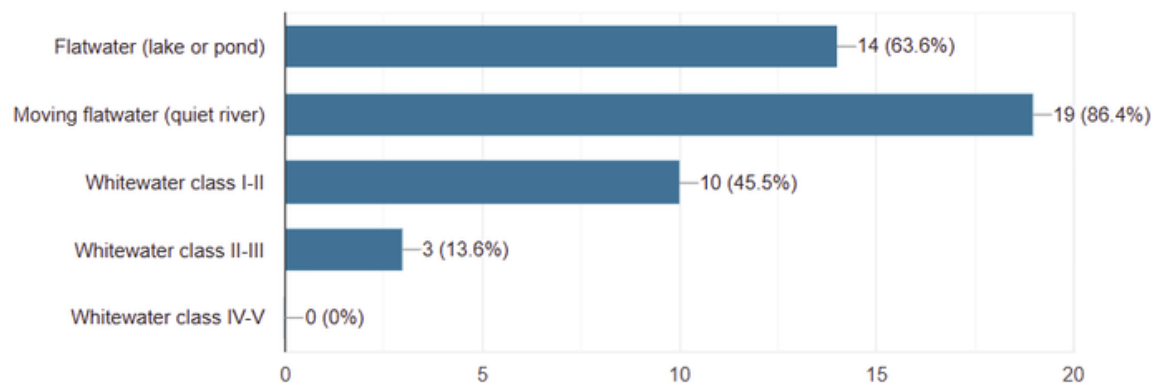
Age Range (Optional Information)



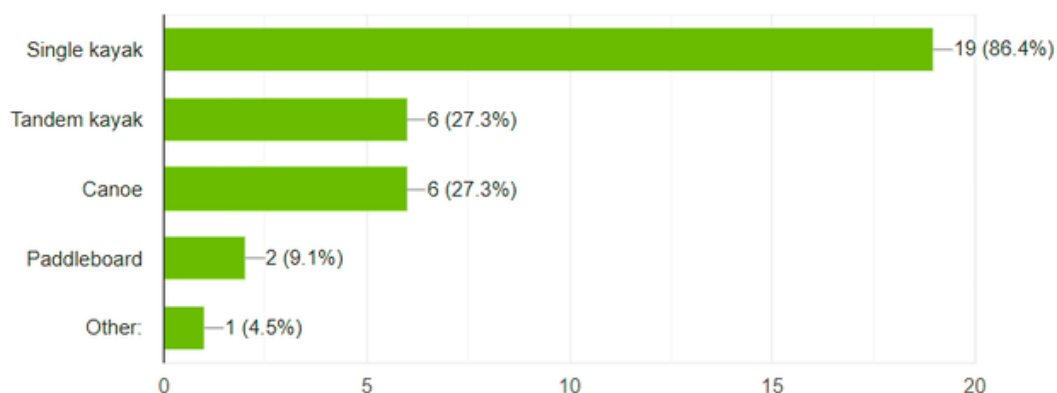
Have you paddled before?



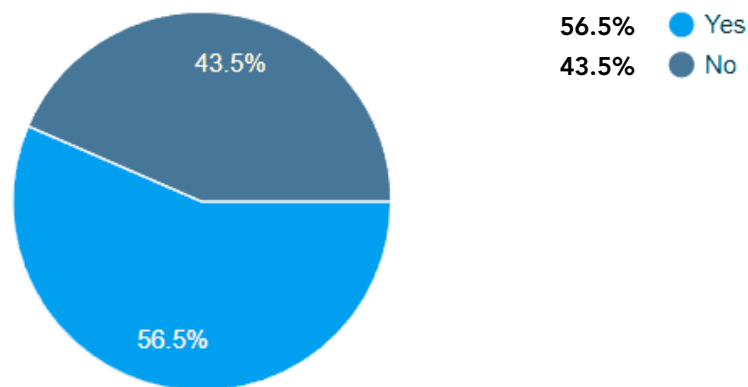
What type of paddling do you prefer or would you like to participate in? (select all that apply)?



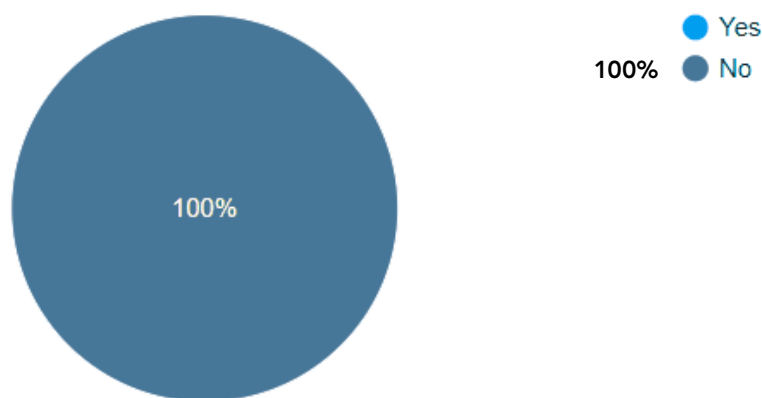
Preferred paddlecraft:



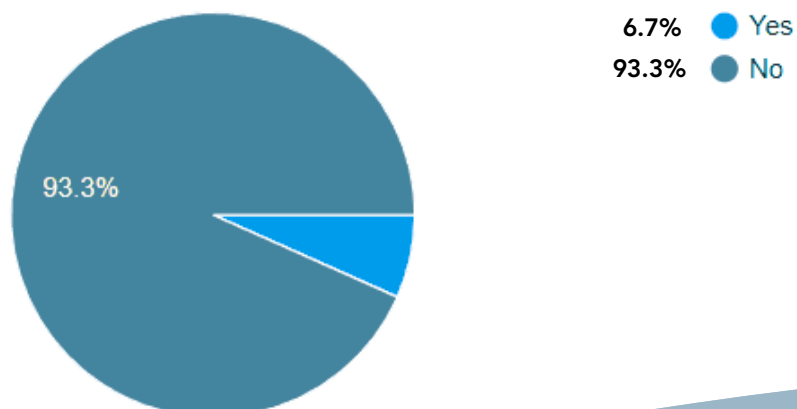
Do you experience challenges accessing paddling locations?



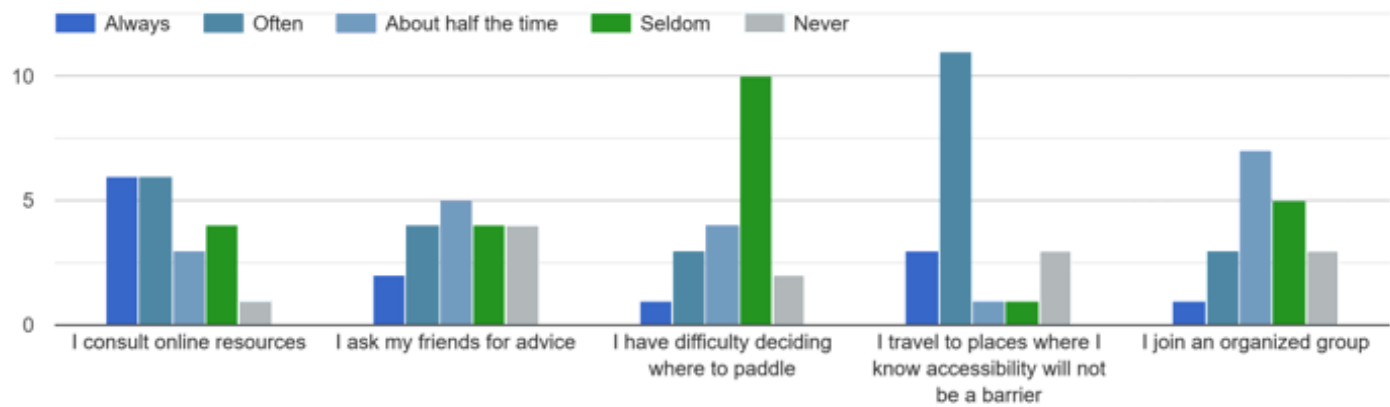
Do you use or need adaptive equipment or mobility assistance to paddle?



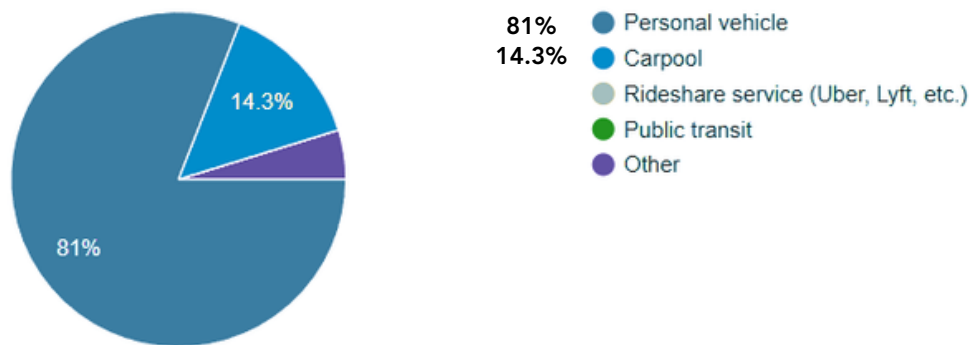
Would you require instruction/guidance/education to utilize this equipment?



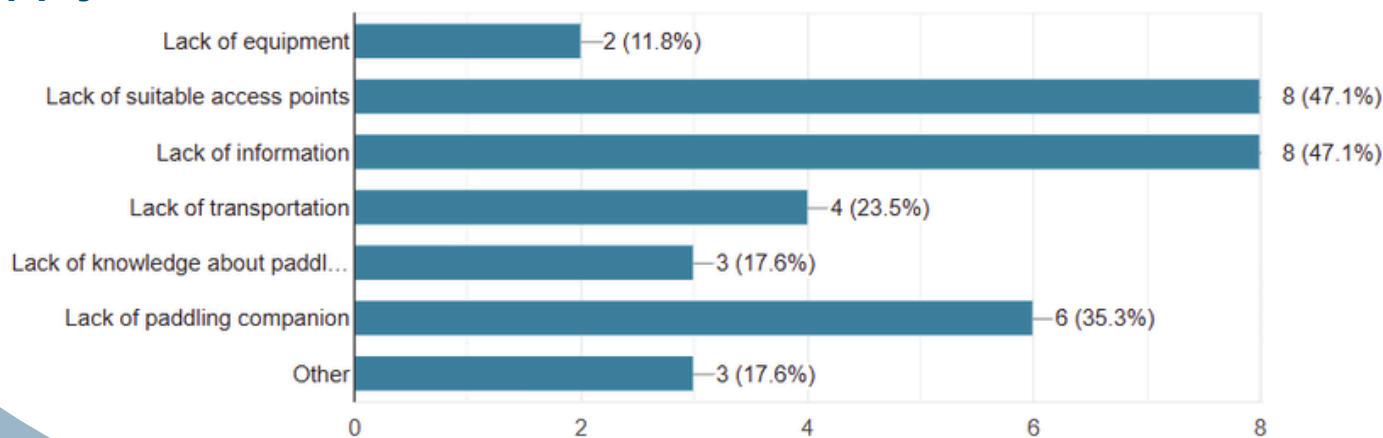
How do you usually plan paddling trips? (check all that apply)



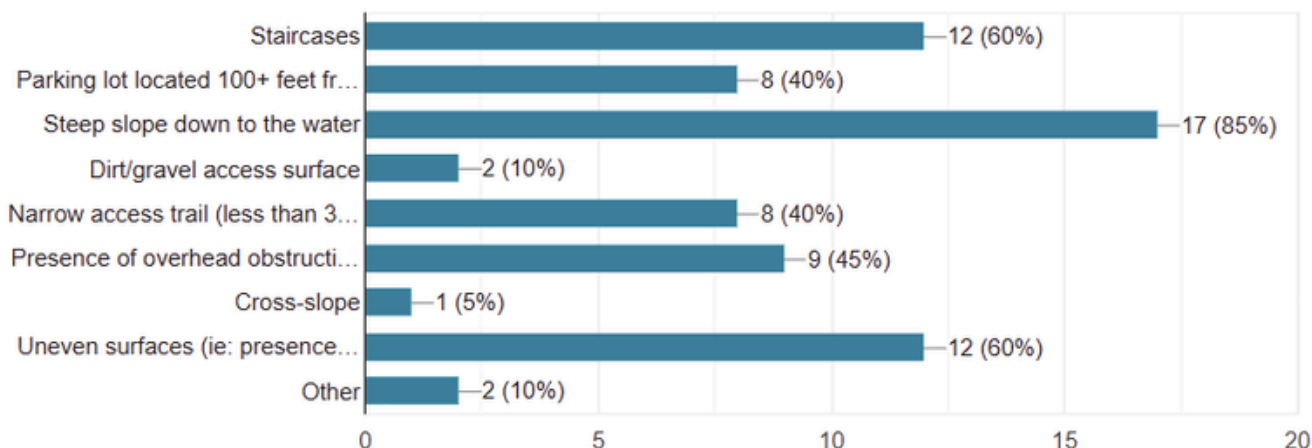
How do you usually reach recreation sites?



What barriers limit your ability to paddle? (check all that apply)



Please select the following elements of a recreation site that would present the biggest accessibility challenges (check all that apply)



Are there other things we should be considering when it comes to improving accessibility?

- Counties and municipalities should acquire and make publicly accessible more SR access sites.
- Covered shelter area to get out of bad weather/extreme heat; trash receptacles; safe entry/exit area separate from boat trailers entry/exit area who may not be able to see you or be in more of a hurry to get in and out of the water. Emergency flotation devices/reach devices to aid in rescue.
- Parking.
- The West Branch needs infrastructure. Bathrooms, campgrounds, signage, etc.
- Acknowledging that everyone has different levels of abilities and no one should be exempt from participating. Helping others to enjoy the river should be a 1st for everyone and must be taught. Being more inclusive.
- Good signage.

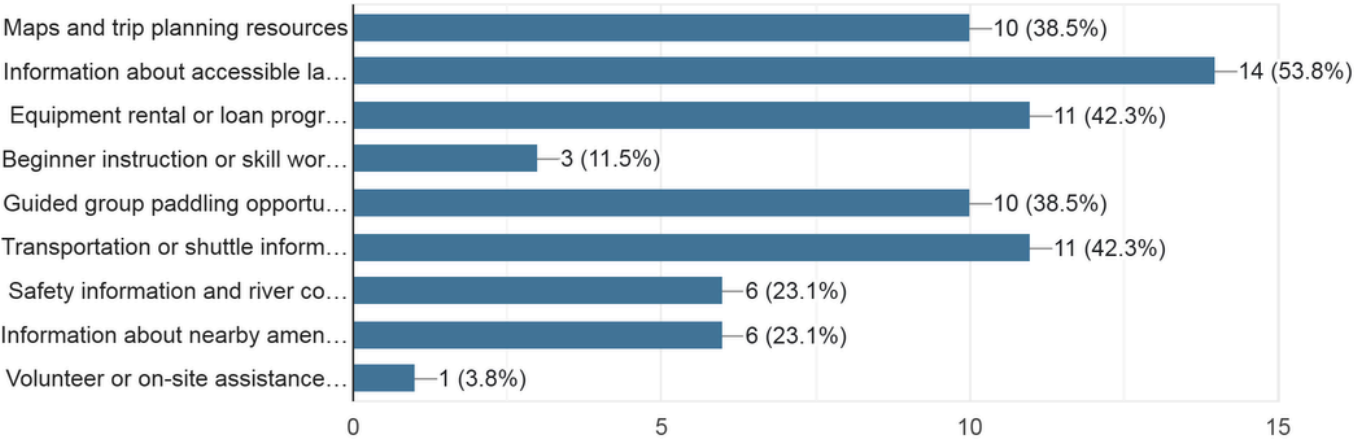
Tell us about a paddling site that was especially easy or difficult to access and why.

- There's a launch above the Mifflinville bridge but it's really hard to get kayaks down to it.
- Fishing Creek at Susquehanna River. Also, Catawissa access point. Terrain is rugged to get to/from vehicle and water, no restrooms, parking is limited/cumbersome. Rare to have someone nearby to help get in and out. No platform or handholds to grab to help get out of kayak.
- Lock Haven city park because of foliage and slippery conditions.
- Curwensville Lake, it's a long drive to get to and from while canoeing the West Branch of The Susquehanna River.

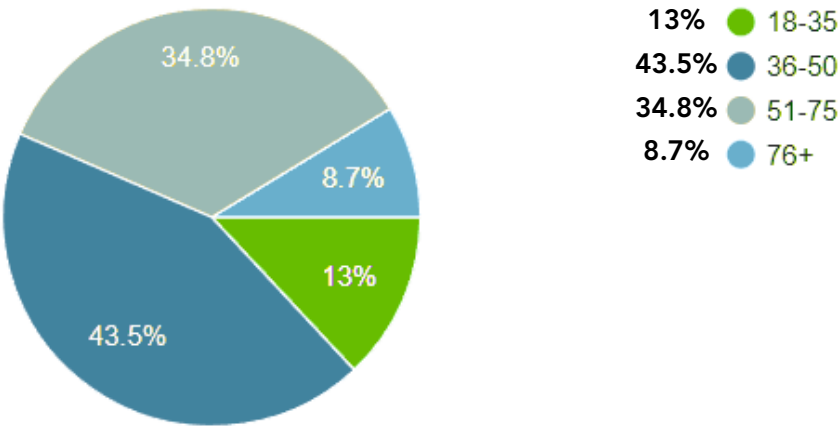
Tell us about a paddling site that was especially easy or difficult to access and why. (CONT.)

- Lockport across the river from Lock Haven. Accessible parking and restrooms. Safe ramps to boat launch. Wheelchair friendly.
- Briar Creek Lake. Convenient parking, restrooms, dock, ramp that lets you drive your kayak right to the water.
- Minsi Lake in east Pa. They had a chute to put the boat in and bars to lower yourself, lift yourself.

What information or support would help you paddle more often? (check all that apply)



Age Range (Optional Information)



APPENDIX D | ADA / Universal Access Glossary & Field Reference Sheet

Core Concepts

Accessible Route

A continuous, unobstructed path that complies with ADA standards and connects all accessible elements (parking, amenities, launch areas). Must meet width, slope, and surface requirements.

Circulation Path

Any pedestrian pathway connecting site features. May include stairs, uneven surfaces, or non-compliant features. Not necessarily ADA-compliant.

Barrier-Free Access

A condition where a person using a mobility device can travel between two points without encountering obstacles (even if a formal accessible route is not present).

Universal Design / Universal Access

Design approach that ensures spaces are usable by all people, regardless of ability, without the need for adaptation.

Water Access Site

A collection of features situated around water access. The site could be a simple dirt incline to the water, or a marina with several dozen boat slips and boating facilities.

Required Tools

Digital Level (inclinometer)

A device that electronically measures the slope (in degrees) of an incline

Measuring Wheel

Measures distances rolled along ground. Units should be feet and inches.

Scientific Calculator

Several measurements require using the tangent function.

Camera

Photos are critical for future comparisons and data validation.

Surface & Ground Conditions

Firm Surface

Resists deformation under load (e.g., wheelchair, foot traffic).

Stable Surface

Maintains its shape and integrity when subjected to environmental conditions or use.

Slip-Resistant Surface

Provides sufficient traction to prevent slipping under typical conditions (wet/dry).

Common Surface Types (in order of accessibility):

- Concrete / Asphalt → Generally compliant
 - Stabilized Gravel → Potentially compliant
 - Loose Gravel / Dirt → Typically non-compliant
-

Slope & Measurement

Running Slope

Slope in the direction of travel.

- Max for accessible route: 1:20 (or 5%) (or 2.86 degrees)
- Above this = considered a ramp

Cross Slope

Slope perpendicular to direction of travel.

- Max: 1:48 (or 2%) (or 1.19 degrees)

Ramp

Any walking surface with slope steeper than 1:20.

- Max slope: 1:12 (or 8.33%) (or 4.76 degrees)
- Requires landings, and often handrails

Landing

A flat area at top or bottom of a ramp with width equal to that of the ramp

- Minimum: 60 inches long

Grade Break / Lip

Vertical change in surface height:

- $\leq \frac{1}{4}$ inch vertical allowed
- $\leq \frac{1}{2}$ inch if beveled

Parking

Accessible Parking Stall (Car)

- Minimum width: 96 inches
- Access aisle: 60 inches

Accessible Parking Stall (Van)

Two compliant configurations:

- 132 inch stall + 60 inch aisle
- 96 inch stall + 96 inch aisle

Access Aisle

Striped area adjacent to parking stall allowing wheelchair transfer. Must be:

- Marked "no parking"
- Connected to accessible route

Van Accessible Signage

Required designation for van spaces. Mounted minimum 60 inches above ground.

Delineation

Striping or marking of parking spaces.

Clearances & Reach

Clear Width (Path)

Minimum unobstructed width of an accessible route:

- 36 inches minimum
- 60 inches preferred (allows passing)

Passing Space

Required when path <60 inches wide:

- 60 inches x 60 inches every 200 feet

Vertical Clearance (Headroom)

Minimum: 80 inches

Protruding Objects

Objects extending into path:

- Less than 27 inches high → considered ground obstruction
- Between 27 inches - 80 inches → cannot protrude more than 4 inches

Reach Range

- Forward/side reach: 15 inches - 48 inches above ground

Obstructions & Hazards

Encroachment

When objects (vegetation, signage, structures) intrude into required accessible space.

Overhead Obstruction

Anything below 80 inches above path (e.g., branches, signs).

Trip Hazard

Surface irregularities such as:

- Cracks
 - Uplifted pavement
 - Gaps > ½ inch
-

Boat Launch & Water Access

Launch Ramp

Sloped surface used to launch boats. Not always required to meet accessible route slope standards.

Gangway

Adjustable sloped walkway connecting land to floating pier. May be exempt from slope requirements under certain conditions.

Pier

Floating or fixed structure extending over water.

Boat Slip

Designated space for docking a boat.

- Accessible slips must meet width and clear space requirements.

Edge Protection

Barrier along edge of pier:

- Max 4 inches high, 2 inches deep at accessible openings

Amenities

Restrooms

- If available, doorways must be clear
- If portable toilets, one must be ADA-complaint
 - Leveled on even surface
 - Along circulation route

Benches

- Seat height: top of seat between 17 in - 19 in
- Should include back support and armrests
- Must have adjacent 30 in x 48 in clear space that does not share space with path

Picnic Tables

- Surface height: 28 in - 34 in
- Knee clearance:
 - 27 inches high
 - 30 inches wide
 - 11 inches deep (min)

Drinking Fountains

- Spout height: greater than or equal to 36 inches
- Knee clearance required
- Operable with one hand, less than or equal to 5 lbs force

Trash / Recycling

- Within reach range (≤ 48 inches)
- Usable with one hand
- No tight grasping required

Pet Waste Stations

- Dispenser height: 25 in - 48 in
- Operable without tight grasping or twisting

Compliance vs. Practical Use

ADA-Compliant

Fully meets all applicable ADA standards.

Partially Compliant

Meets some requirements but has deficiencies.

Noncompliant

Fails key accessibility requirements.

Ambiguous

Conditions unclear due to site variability (e.g., informal parking, seasonal features).

Field Notes Guidance

- **Barriers**
 - (physical or perceptual)
- **Frequency**
 - (isolated vs. repeated issue)
- **Severity**
 - (minor inconvenience vs. full blockage)
- **Feasibility of improvement**

Photos + notes are often more valuable than exact measurements in unclear conditions.

APPENDIX E | ADA Amenities Price Guide

To support implementation of the recommendations, the following section provides an ADA Amenities Pricing Guide. This guide is intended to help site owners, partners, and funders better understand the typical costs associated with common accessibility improvements, including parking upgrades, accessible routes, signage, amenities, and water access infrastructure.

By pairing the identified needs with realistic cost ranges, this resource is designed to support project planning, budgeting, and grant development, and to further advance accessible recreation opportunities along the Susquehanna Greenway.

AMENITIES	BASE MODEL PRICES	MID-RANGE MODEL PRICES	HIGHER-END MODEL PRICES
Picnic Table	\$770-\$900	\$1,000-\$1,700+	\$2,000+
Bench	\$700-\$800	\$1,100-\$1,300	\$1,600-\$3,800+
Water Fountain	\$600-\$1,600	\$1,000-\$1,500	\$2,500-\$3,500+
Floating Dock	\$3,000-\$12,000	\$15,000-\$30,000	\$30,000-\$70,000+
Handrails & Grab Bars	\$100-\$300 per piece/section	\$250-\$400+ per section/8-10 ft span	Start around \$500+ and can go much higher for heavy, custom, or welded commercial rail systems
ADA Signage	(Small, basic ADA-compliant sign panels) \$6-\$50+	(Weatherproof, larger, or include tactile lettering/Braille) \$90-\$350+	(More prominent or custom-branded signage system) \$500-\$5,000+ per major sign

These price ranges were compiled in 2026. For a more comprehensive breakdown of factors affecting pricing, please see next page.

Picnic Tables

Base Model Prices

- ADA Picnic Table with Treated Wood \$770 - simpler ADA tables.
- 46 in Round Wheelchair Accessible Picnic Table: \$899 - round ADA design.

Mid-Range Model Prices

- Commercial 8' ADA Picnic Table: \$1,095 — rectangular commercial table.
- Standard ADA Picnic Table: \$1,544 — recycled-plastic style.
- Wabash Valley Signature ADA Picnic Table: \$1,684 — heavy-duty coated steel.

Higher-End Model Prices

- Concrete ADA Picnic Table: \$2,875— concrete ADA table, very durable.
- Custom or bespoke tables can exceed \$1,500 - \$2,000 depending on materials and design.

What Affects the Price

- Materials: recycled plastic, steel, aluminum, or concrete all vary widely in price and durability.
 - Size & layout: 6-ft, 8-ft, round vs. rectangular, number of wheelchair access spots.
 - Mounting: freestanding vs. surface/inground mounting.
 - Commercial grade: park-grade coatings and hardware raise cost but improve longevity.
-

Benches

Base Model Prices

These are functional, ADA-compliant benches for basic public seating:

- Wabash Valley Signature Perforated ADA BenchP: \$723 — Durable steel bench w/o back, simplest ADA seating.
- ADA Traditional Recycled Plastic Bench / 4 ft. ADA Recycled Plastic Bench: \$735 — Recycled plastic with back & arms; accessible and low maintenance.

Mid-Range Model Prices

Better comfort and durability with backs, armrests, and larger sizes:

- Polly Products ADA Traditional Backed Park Bench: \$1,125 — 8 ft ADA bench with back and armrests.
- 6 ft ADA Traditional Memorial Park Bench: \$1,164 — Classic style with armrests.
- ADA High Back Park Bench 5': \$1,274 — Higher back support for comfort.

Higher-End Model Prices

These options are more decorative, heavier duty, or made from premium materials:

- Park Bench, Cast Aluminum, ADA Compliant: \$1,649 — Heavy-duty cast aluminum design.
- Monarch 6 ft. Accessible Bench: \$2,522 — Stylish and substantial wood/teak style.
- Monarch 8 ft. Accessible Bench: \$3,788 — Larger premium bench suitable for feature sites.

Water Fountains

Base Model Prices

These are smaller or simpler ADA-compliant fountains — good for basic outdoor sites with minimal extras:

- Basic ADA Wall-Mount Drinking Fountain: \$629
- ADA Freestanding Metered Drinking Fountain: \$1,329 – \$1,629
- Concrete Wall-Mount ADA Fountain: \$969
- Elkay ADA Wall-Mount Fountain: \$1,060 – \$1,280

Mid-Range Model Prices

These options are built for outdoor park use and have better durability, vandal resistance, or pedestal/standalone designs:

- Halsey Taylor ADA Wall-Mount Fountain: \$1,091 – \$1,347
- Outdoor Pedestal Drinking Fountain: \$1,375

Higher-End Model Prices

These fountains are more robust, larger, or included dual heights (good for both standing and wheelchair access), often concrete or commercial-grade:

- Dual-Height Concrete ADA Fountain: \$2,693
 - Outdoor Drinking Fountain with Bottle Filler: \$3,391.95
-

Floating Docks

Base Model Prices

Smaller floating dock sections with basic ADA-friendly connections or a simple ramp; minimal accessories or premium materials.

- Small DIY or modular kits: \$3,000 – \$8,000
- Smaller professional floating dock (basic materials): \$8,000 – \$12,000

Mid-Range Model Prices

A larger floating platform with better materials (e.g., HDPE or aluminum framing), a secure ADA gangway/ramp to shore, and moderately robust anchoring.

- Mid-size dock (200–300sq ft) professionally installed: \$12,000 – \$25,000
- With ADA gangway and safety handrails: +\$2,000 – \$6,000 (approx. additional)

Higher-End Model Prices

Larger or custom floating dock systems built for public/commercial use, with durable materials (e.g., aluminum deck, composite surfacing), engineered ADA gangways, lighting, bumpers, secure anchoring, and possibly multiple sections.

- Larger or custom commercial floating dock: \$30,000 – \$70,000+
- Fully featured ADA boating platform: \$50,000+

APPENDIX F | Reference Sources

F.1 General Accessibility and Universal Design Resources

1. Interaction Design Foundation. Universal Design. Available at: <https://www.interaction-design.org/literature/topics/universal-design>
2. Center for Universal Design. Definition of Universal Design. Available at: <https://universaldesign.org/definition>
3. North Carolina State University. The Principles of Universal Design. Available at: <https://design.ncsu.edu/wp-content/uploads/2022/11/principles-of-universal-design.pdf>
4. Universal Design Ireland. The 7 Principles of Universal Design. Available at: <https://universaldesign.ie/about-universal-design/the-7-principles>
5. Section508.gov. Developing for Universal Design. Available at: <https://www.section508.gov/develop/universal-design/>
6. Disability and Multimodality (North Carolina State University). Universal Design Resources. Available at: <https://disabilityandmultimodality.wordpress.ncsu.edu/universal-design-ud/>
7. Journal of Faculty of Architecture (Middle East Technical University). Universal Design Research Article. Available at: <https://jfa.arch.metu.edu.tr/uploads/docs/sayilar/sayi-28-2/181-203.pdf>
8. Design for All Europe. EIDD Stockholm Declaration (2004). Available at: <https://dfaeurope.eu/what-is-dfa/dfa-documents/the-eidd-stockholm-declaration-2004/>

F.2 ADA Standards and Accessibility Guidelines

9. U.S. Access Board. ADA Guide for Signs. Available at: <https://www.access-board.gov/files/ada/guides/signs-ADA.pdf>
10. ADA Compliance. 2010 ADA Standards for Accessible Design. Available at: <https://www.ada-compliance.com/ada-compliance/2010-ada-standards>
11. ADA Compliance. Recreational Boating Facilities (Section 1003). Available at: <https://www.ada-compliance.com/ada-compliance/1003-recreational-boating-facilities>
12. ADA Compliance. Parking Spaces (Sections 208 and 502). Available at: <https://www.ada-compliance.com/ada-compliance/208-and-502-parking-spaces>
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